

THE THIRD
COMPOSITES DURABILITY WORKSHOP
CDW 2000



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August 22-23, 2000

Tokyo Office

Kanazawa Institute of Technology

Tokyo, Japan

20010215 112

REPORT DOCUMENTATION PAGE

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OMB No. 0704-0188

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1. REPORT DATE (DD-MM-YYYY) 30-01-2001				2. REPORT TYPE Conference Proceedings		3. DATES COVERED (From - To) 22-23 August 2000	
4. TITLE AND SUBTITLE The Third Composites Durability Workshop (CDW 2000), held 22-23 Aug 00, Kanazawa Institute of Technology, Tokyo, Japan				5a. CONTRACT NUMBER F6256200M9082			
				5b. GRANT NUMBER			
				5c. PROGRAM ELEMENT NUMBER			
6. AUTHOR(S) Conference Committee				5d. PROJECT NUMBER			
				5e. TASK NUMBER			
				5f. WORK UNIT NUMBER			
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) Kanazawa Institute of Technology Materials System Research Laboratory 3-1 Yatsukaho Matto Ishikawa 924-0838 Japan				8. PERFORMING ORGANIZATION REPORT NUMBER N/A			
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) AOARD UNIT 45002 APO AP 96337-5002				10. SPONSOR/MONITOR'S ACRONYM(S) AOARD			
				11. SPONSOR/MONITOR'S REPORT NUMBER(S) CSP-00-10			
12. DISTRIBUTUION/AVAILABILITY STATEMENT Approved for public release; distribution is unlimited.							
13. SUPPLEMENTARY NOTES							
14. ABSTRACT Presentations at the Workshop Included: Session A: "Design and Testing of Interlocked Grid Panels", and "Fatigue Life Prediction of CFRP/GFRP Bolted Joint Systems" Session B: "Thermo-Mechanical Response of Composites at Cryogenic", "Durability Assessment of Polymer Matrix Composite Materials for Use on the Next-Generation SST at National Aerospace Laboratory", and "Status of Project on Advanced Composite Materials for Transportation in Japan" Session C: "Recent Advances in Pitch-based Carbon Fibers and Their Composites", Advanced Composite Materials for Satellite Structures in MELCO", and "Spacecraft Structures in the Early 21 st Century" Session D: "On the Tensile Strength of Carbon Fiber-Unsaturated Polyester Strand Specimens", Modeling Post-Buckled Delaminations in Composites", and "Characterization of Damage Progression in Multidirectional Symmetric FRP Laminates" Session E: "An Information System for Composites Durability", "Development of Truss System and Monocoque Panel with CFRP for Long-Span Structures", and "The Application of Fiber Reinforced Plastics in Construction Field of Japan"							
15. SUBJECT TERMS Composite Durability							
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT UU		19a. NAME OF RESPONSIBLE PERSON Thomas D. Kim		
a. REPORT U	b. ABSTRACT U	c. THIS PAGE U					
			NUMBER OF PAGES 173	19b. TELEPHONE NUMBER (Include area code) +81-3-5410-4409			

Final Program

THE THIRD COMPOSITES DURABILITY WORKSHOP

CDW 2000

August 22-23, 2000

Tokyo Office, Kanazawa Institute of Technology
Tokyo, Japan

Scope:

Composite materials and structures have served many industries well over the last 25 years. Light weight, corrosion resistance and flexible manufacturing processes have been well established. Cost of fibers has dropped. Design tools are emerging rapidly. In applications in sporting goods and satellites composites have assumed dominant positions.

Durability over the anticipated life of composite materials and structures is a critical issue that brings uncertainties and may be a deterrent for the future of composite materials. Having organic materials as matrices their intrinsic time and temperature dependent properties deserve accurate characterization and rational use in design. The purpose of this workshop is to examine the most advanced methods of determining such properties and seek means for industrial acceptance.

This workshop will bring together people representing the science, engineering and practices needed to bring composites durability in focus. Leaders from government, industry and universities will present their views and recommendations in an informal, intimate atmosphere.

Encouragement and support of this workshop have come from the US National Science Foundation, US Air Force Office of Scientific Research, industrial concerns and Kanazawa Institute of Technology. The co-chairs are Prof. Stephen W. Tsai of Stanford University and Prof. Yasushi Miyano of Kanazawa Institute of Technology.

Technical and Social Program

August 22, Tuesday at International House of Japan

Welcoming Reception 19:00 ~ 21:00

August 23, Wednesday at Tokyo Office, Kanazawa Institute of Technology

Opening Ceremony 9:00 ~ 9:15

Technical Program 9:15 ~ 10:05

Coffee Break 10:05 ~ 10:35

Technical Program 10:35 ~ 11:50

Lunch 11:50 ~ 12:50

Technical Program 12:50 ~ 14:05

Coffee Break 14:05 ~ 14:35

Technical Program 14:35 ~ 15:50

Coffee Break 15:50 ~ 16:20

Technical Program 16:20 ~ 17:35

Closing Ceremony 17:35 ~ 17:45

Workshop Banquet 18:00 ~ 20:00

The invited speakers will present all papers in the technical programs.

Presentations by Invited Speakers

August23, Wednesday

Session A (9:15 ~ 10:05) Chair: Isao Kimpara

1. "Design and Testing of Interlocked Grid Panels"

Stephen W. Tsai, Dongyup Han, Julie Q. Wang and Akira Kuraishi, Stanford University

2. "Fatigue Life Prediction of CFRP/GFRP Bolted Joint Systems"

Yasushi Miyano, Masayuki Nakada and Naoyuki Sekine, Kanazawa Institute of Technology

Session B (10:35 ~ 11:50) Chair: Stephen W. Tsai

3. "Thermo-Mechanical Response of Composites at Cryogenic"

Ran Y. Kim, University of Dayton Research Institute

4. "Durability Assessment of Polymer Matrix Composite Materials for Use on the Next-Generation SST at National Aerospace Laboratory"

Tosiyuki Shimokawa and Hisaya Katoh, National Aerospace Laboratory

5. "Status of Project on Advanced Composite Materials for Transportation in Japan"

Yasuhiro Yamaguchi, Akira Sakamoto and Minoru Noda, R&D Institute of Metal and Composites for Future Industries

Session C (12:50 ~ 14:05) Chair: Ran Y. Kim

6. "Recent Advances in Pitch-based Carbon Fibers and Their Composites"

Yoshio Sohda and Tetsuji Watanabe, Nippon Mitsubishi Oil Corporation

7. "Advanced Composite Materials for Satellite Structures in MELCO"

Tuyoshi Ozaki, Mitsubishi Electric Corporation

8. "Spacecraft Structures in the Early 21st Century"

Steven Huybrechts and Troy Meink, Air Force Research Laboratory

Session D (14:35 ~ 15:50) Chair: Yasushi Miyano

9. "On the Tensile Strength of Carbon Fiber-Unsaturated Polyester Strand Specimens"
Jyunichi Matsui, Venturelabo Co. Ltd. and Zenichiro Maekawa, Kyoto
Institute of Technology

10. "Modeling Post-Buckled Delaminations in Composites"

Tong Earn Tay, National University of Singapore

11. "Characterization of Damage Progression in Multidirectional Symmetric FRP
Laminates"

Isao Kimpara and Kazuro Kageyama, The University of Tokyo

Session E (16:20 ~ 17:35) Chair: Jyunichi Matsui

12. "An Information System for Composites Durability"
H. Thomas Hahn, University of California, Los Angeles

13. "Development of Truss System and Monocoque Panel with CFRP for Long-Span
Structures "

Kenichi Sugizaki, Shimizu Corporation

14. "The Application of Fiber Reinforced Plastics (FRP) in the Construction Field of
Japan"

Kozo Kimura and Hiroya Hagio, Obayashi Technical Research Institute

Registration

Workshop registration can be made through the following email address.

miyano@neptune.kanazawa-it.ac.jp (Professor Yasushi Miyano)

Registration fee of 30,000 Yen is payable at registration desk at Tokyo Office of KIT.
This fee includes attendance of all technical sessions, a copy of all viewgraphs used by
the speakers, lunch, welcoming reception and banquet.

Workshop Location

International House of Japan for Welcoming Reception on August 22, Tuesday

11-16, Roppongi 5-chome, Minatoku, Tokyo 106-0032

Japan

Phone: 81-3-3470-4611

Fax: 81-3-3479-1738

Tokyo Office, Kanazawa Institute of Technology for Technical Program and Banquet on

August 23, Wednesday

17-14, Akasaka 2-chome, Minatoku, Tokyo 107-0052

Japan

Phone: 81-3-3589-2821

Fax: 81-3-3589-2823

Co-chair

Stephen W. Tsai

Department of Aeronautics and Astronautics

Stanford University

Stanford, CA 94305-4035

USA

Phone: 1-650-725-3305

Fax: 1-650-725-3377

e-mail: stsai@leland.stanford.edu

Yasushi Miyano

Materials System Research Laboratory

Kanazawa Institute of Technology

3-1 Yatsukaho Matto

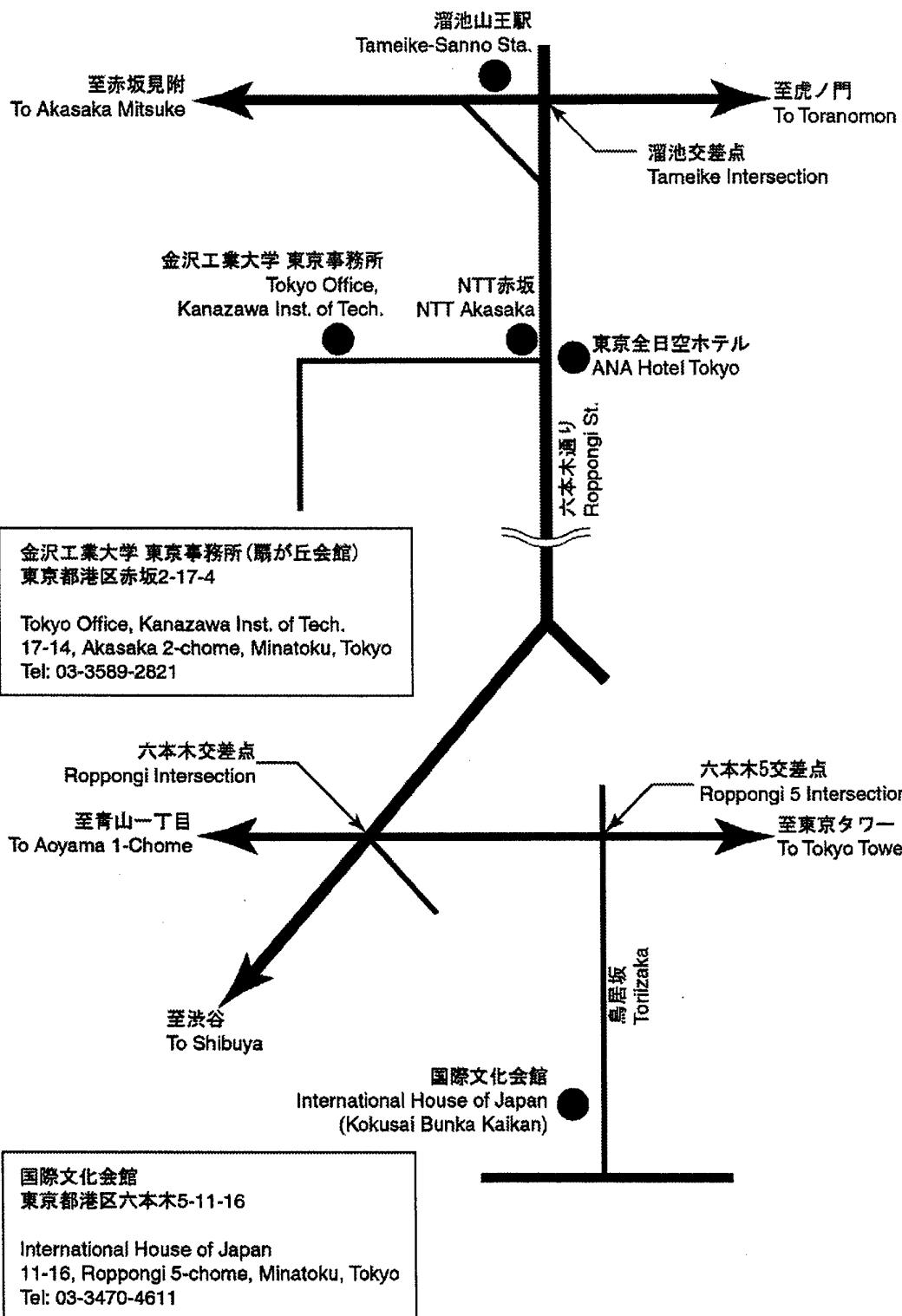
Ishikawa 924

Japan

Phone: 81-76-274-9263

Fax: 81-76-274-9251

e-mail: miyano@neptune.kanazawa-it.ac.jp



Design and Testing of Interlocked Grid Panels

Stephen W. Tsai*

Dongyup Han

Julie Q. Wang

Akira Kuraishi

Stanford University

Address : Department of Aeronautics & Astronautics

Stanford University

Durand Bldg., Room 381

Stanford, CA 94305-4035, USA

Tel : +1-650-725-3305

Fax : +1-650-725-3377

E-mail : stsai@structure.stanford.edu

Design and Testing of Interlocked Grid Panels

Stephen W. Tsai, Dongyup Han, Julie Q. Wang and Akira Kuraishi

Department of Aeronautics and Astronautics

Stanford University, Stanford, CA 94305-4035

Composite grids made from pultruded glass or carbon ribs provide unmatched performance/cost combination of any composite panels. Ribs are unidirectional and have fiber volume fractions of 72 percent for glass and 66 percent for carbon ribs. The respective Young's moduli are 52 and 154 GPa (7.5 and 22 msi.) Grids made from these ribs are competitive in performance with stiffened and sandwich panels.

One of the simplest methods of grid assembly is to cut equally spaced slots into the ribs. Then a square grid is formed by inserting matching slots into one another. Slot cutting can be done on-line, and slotted joint grids can be assembled without fixturing and done on-site.

While slotted joint grids have been used in carpentry for centuries, slots in the ribs reduce the stiffness and strength of the ribs and subsequently those of the grid. Our solution to this problem is to bond rib caps to the grid so the caps can bridge the open slots. The loss of properties of the interlocked grid can then be fully recovered, and more, by the size of the rib caps. Thus ribs contribute directly to the grid properties as if the slots were not there.

These grids are cost effective because ribs are made directly from dry fibers impregnated and cured in a die. The pulling speed is 1 m/min or 1.44 km/day. Multiple ribs can be pulled simultaneously. There is no requirement for tooling, lamination, debalking, bagging, preform, infiltration, autoclaving, clean up, cold storage, and clean rooms. There is practically zero scrap and no consumables.

Grid failure initiates from the root of the slot. The intrinsic weakness of shear of unidirectional ribs is a limiting design issue. We have tested various configurations of ribs and grids under static and fatigue loading in order to understand the initiation and propagation of the cracks. Understanding of material and processing variables of pultruded ribs can lead to improved grid performance.

Composite grid as a reinforcement of concrete offers many opportunities not readily available for rebar-reinforced concrete. Carbon grids are needed for this application because glass lacks alkaline resistance. The mechanism of concrete reinforcement by grids is fundamentally different in that load transfer is done through interlocking rather than friction between rebars and concrete. There is synergy between grid and concrete: grid strengthens concrete and concrete stabilizes grid. Grid can be designed to carry wet concrete leading to self-supporting forms that can be lifted in place and immediately ready for pouring and curing. Speed of construction and worker's safety can be improved. Carbon grid has a negative thermal expansion. It can lock concrete and eliminate the need for expansion joints. A continuous deck is now feasible. Ubiquitous cracks and potholes in concrete can be things of the past. Soaring structures dreamed by architects can now be designed and built.

Large and small grids made from glass and carbon ribs will be presented. Their load-carrying capabilities with and without concrete will be shown. The toughness of the grid is of particular importance for civil and aerospace applications. One project under consideration is to build grid panels of 4 m x 16 m for a military application. Another project is a wharf that is 100 m long. Field assembly is planned for both projects. Grids must pass the test of mass production and sizes 10 m or larger.

Automation is undoubtedly critical. Pultrusion and slot cutting are already automated. Assembly of slotted joint grid can be done semi-automatically. The most challenging task is the bonding of the rib caps. We have learned from auto industry to use its bonding process. There is a dispenser for adhesive and an x-y robotic frame for laying down the adhesive bead. The curing can then be in seconds. Thus the cycle time of our grids can be very low, in minutes if not seconds.

We are therefore very confident that the interlocked grid will in time find many applications.

Design and Testing of Interlocked Grid Panels

Stephen W. Tsai

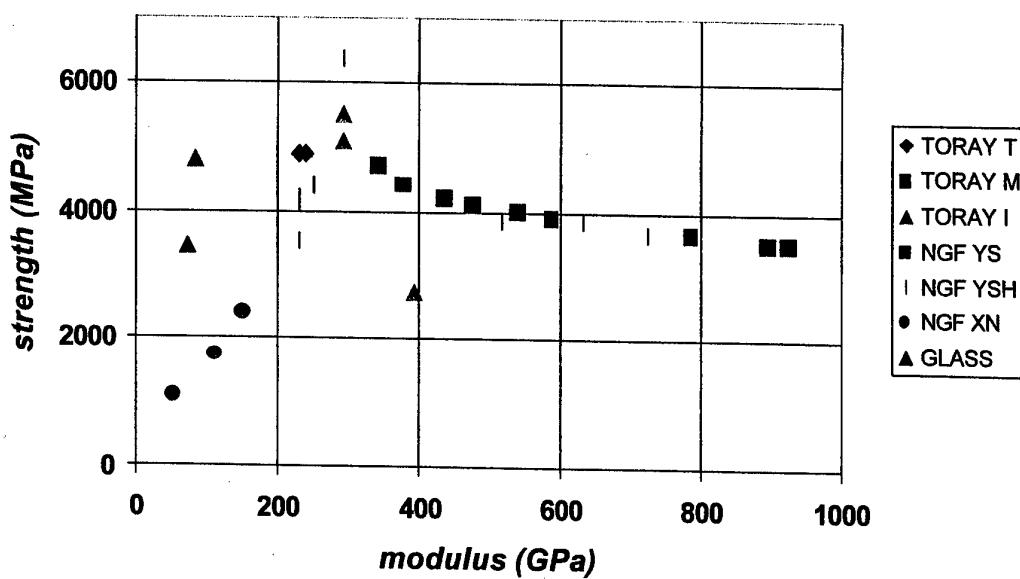
Department of Aeronautics and Astronautics

Stanford University

e-mail: stsai@stanford.edu

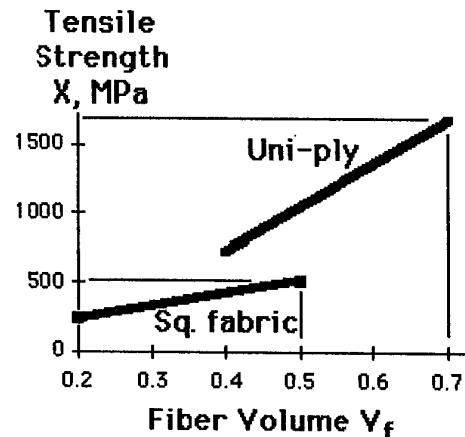
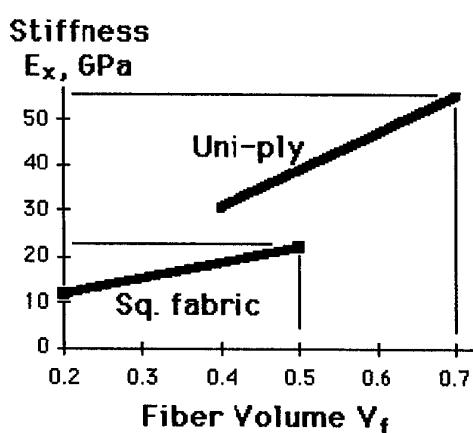
The information contained herein is Stanford University proprietary.

Superior Fiber Properties



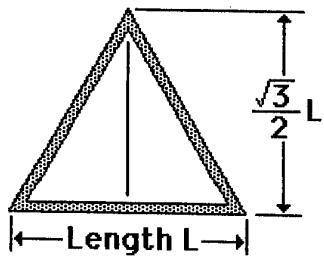
Fiber properties of Toray and Nippon Graphite Fiber

Unidirectional Composite vs. Laminates and Fabrics



Superior uni-ply glass composites over other fiber architecture
Data from Vetrotex

Stiffness of Grids

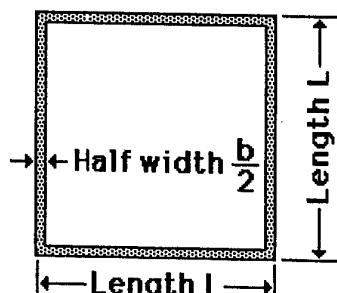


$$\text{Π/3 ISOGRID } f = \frac{2\sqrt{3}}{L/b}$$

$$E = f/3 E_{rib}$$

$$\nu = 1/3$$

$$G = 3/8 E = f/8 E_x$$



$$\text{SQUARE GRID } f = \frac{2}{L/b}$$

$$E_x = E_y = b/L E_{rib} = f/2 E_{rib}$$

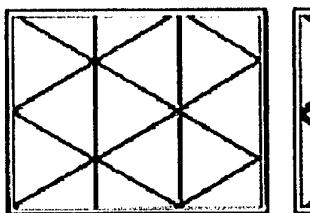
$$\nu_x = 0$$

$$G_x = 0$$

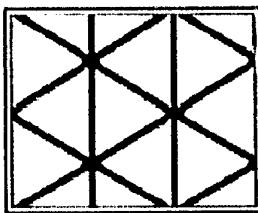
Simple rule-of-mixtures relations for grid and rib stiffness can be found in:
S. Tsai, et al, "Manufacturing and Design of Composite Grids" 3-D Textile Reinforcements in Composite Materials, ed A. Miravete, CRC Press (1999), pp 151-179.

Rib Fraction

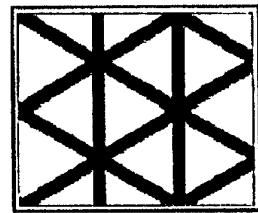
RIB AREAL OR VOLUME FRACTIONS



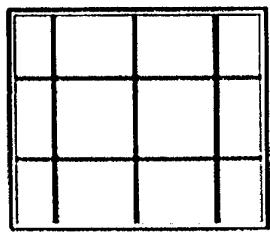
$f = 12$ percent



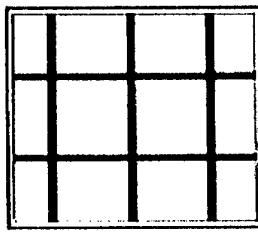
$f = 23$ percent



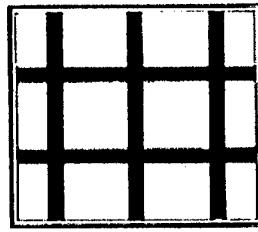
$f = 39$ percent



$f = 13$ percent



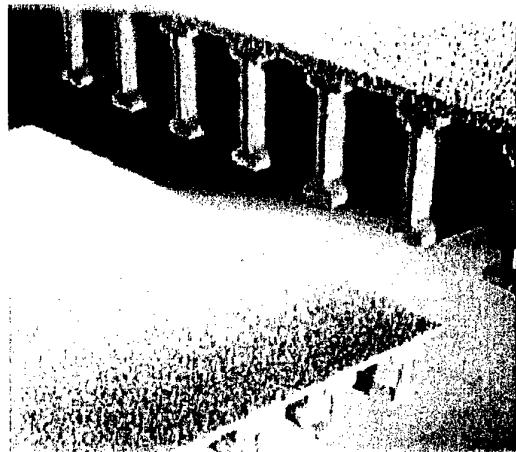
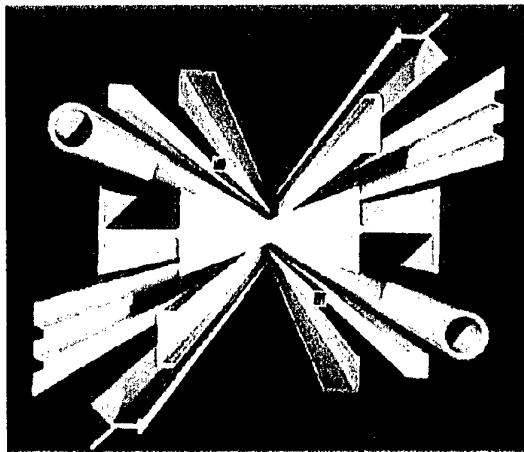
$f = 21$ percent



$f = 38$ percent

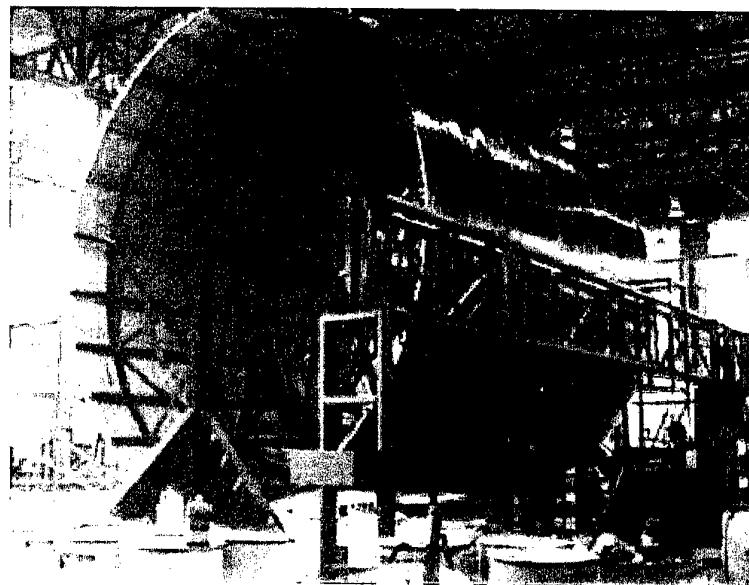
STANFORD COMPOSITE DESIGN CENTER

Pultrusion



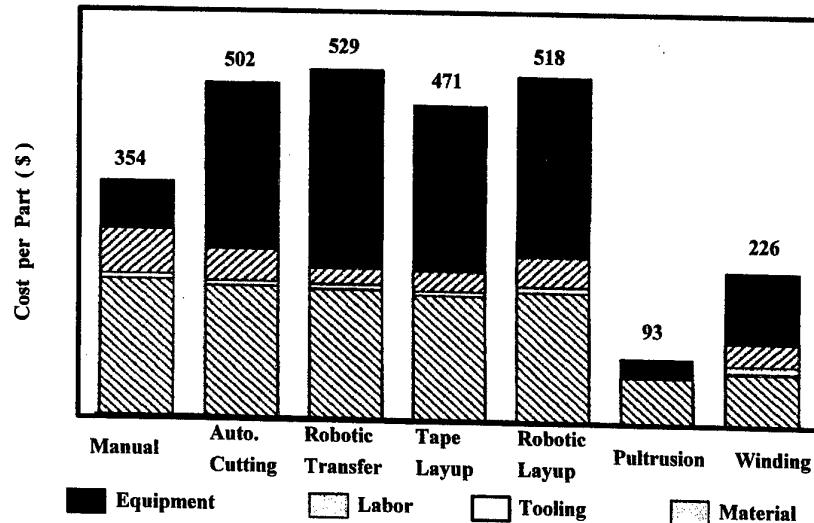
One of the most cost-effective and reliable processes for composite structural members. Composite grids can take full advantage of this pultrusion process.

Filament Winding



Filament winding of a 20 foot diameter by Dura-Wound. Even larger tanks have been wound in horizontal or vertical position.

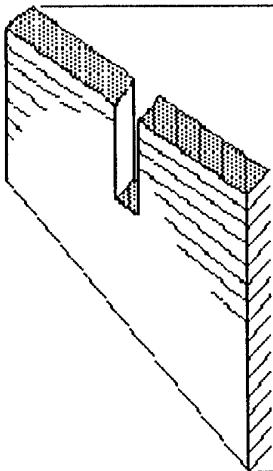
Low Cost



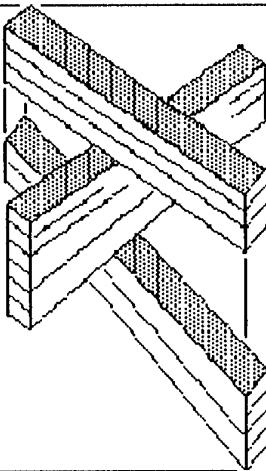
* Timothy G. Gutowski, "Cost, automation, and design", *Advanced Composites Manufacturing*, p. 525, Wiley Inter-Science, 1997

Grid Joints

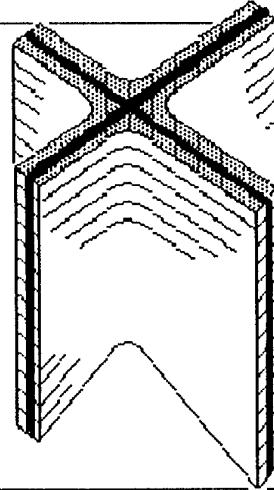
SLOTTED JOINT
(in carpentry)



STACKED JOINT
(a bird cage)

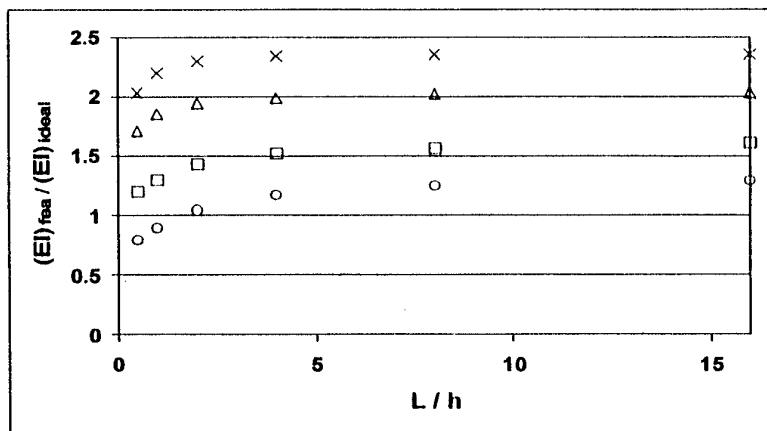
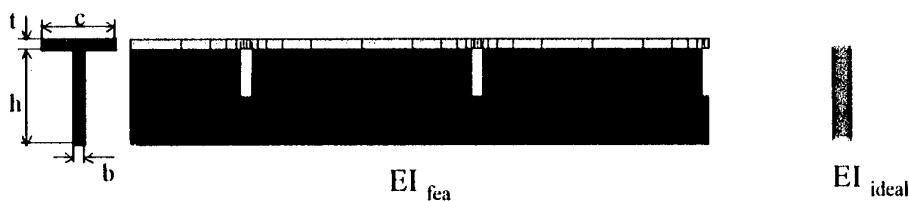


TRIG JOINT
bonded or interlaced



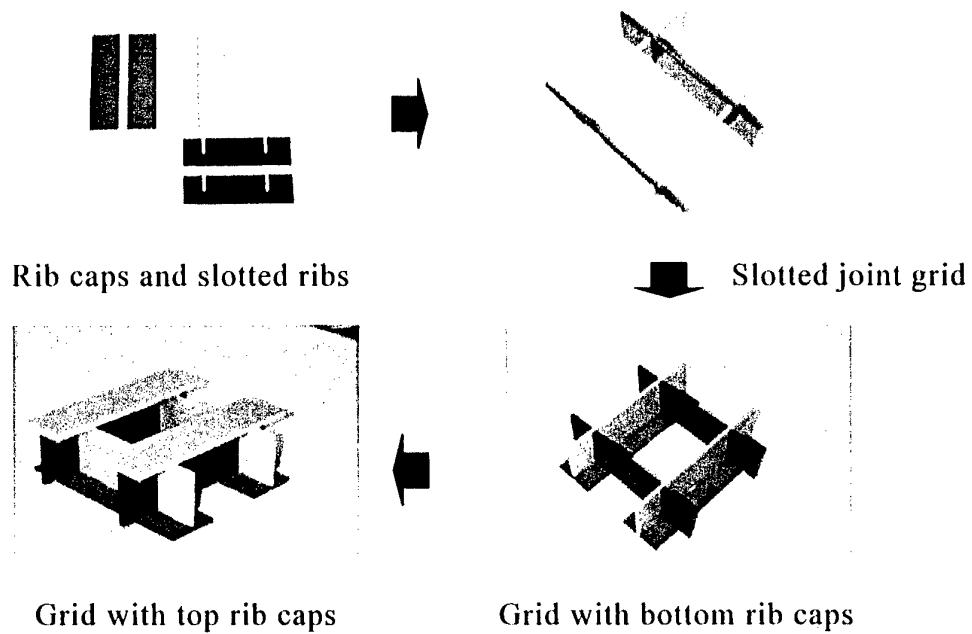
Joints can be the weak link of a grid. They are the most challenging tasks in design and manufacturing.

Cap Reinforced Slotted Rib

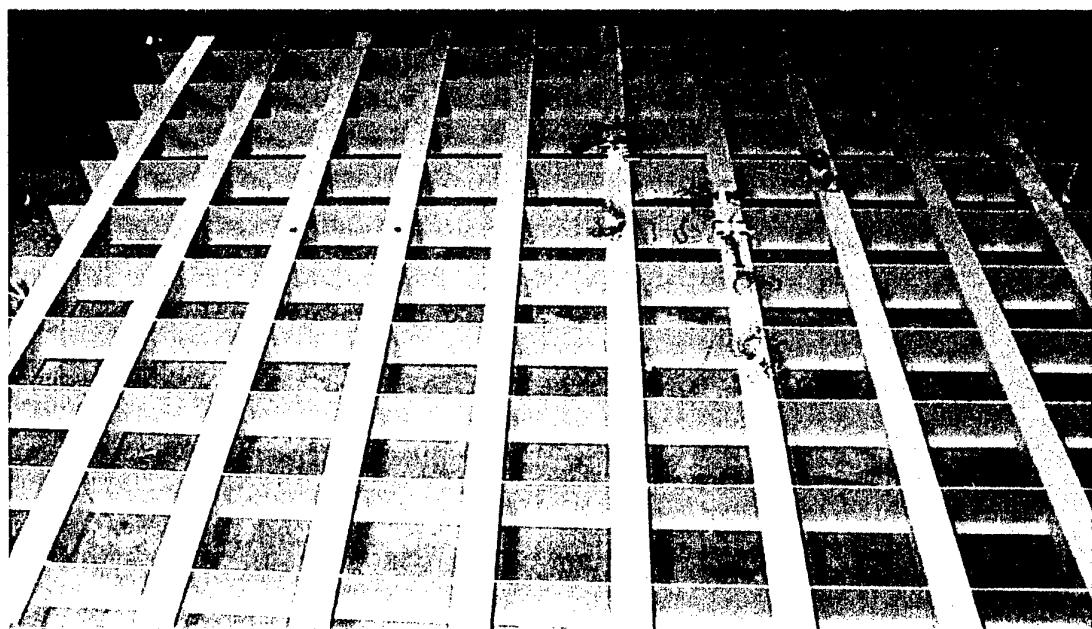


- $\frac{(EA)_{cap}}{(EA)_{rib}} = 0.1$
- $\frac{(EA)_{cap}}{(EA)_{rib}} = 0.2$
- △ $\frac{(EA)_{cap}}{(EA)_{rib}} = 0.4$
- ×
- $\frac{(EA)_{cap}}{(EA)_{rib}} = 0.8$

Interlocked Composite Grids

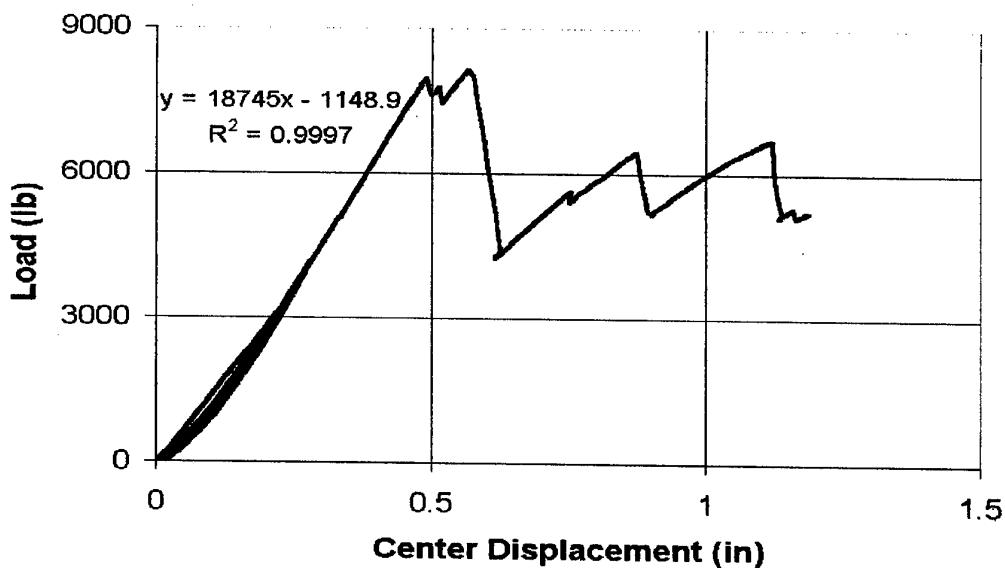


Completed Grid (10' x 10' x 6")



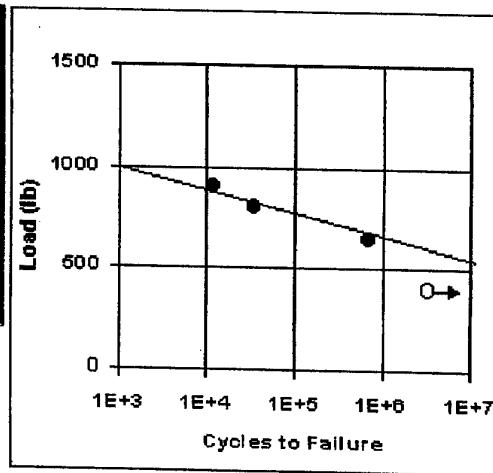
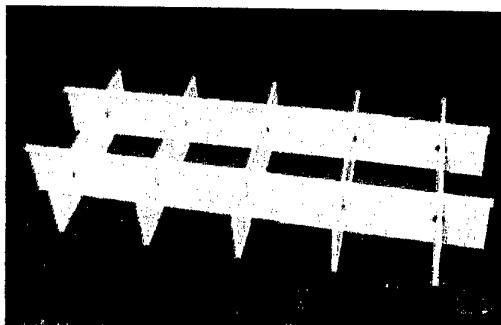
Field assembly of large grid is feasible and cost-effective.

Static Test



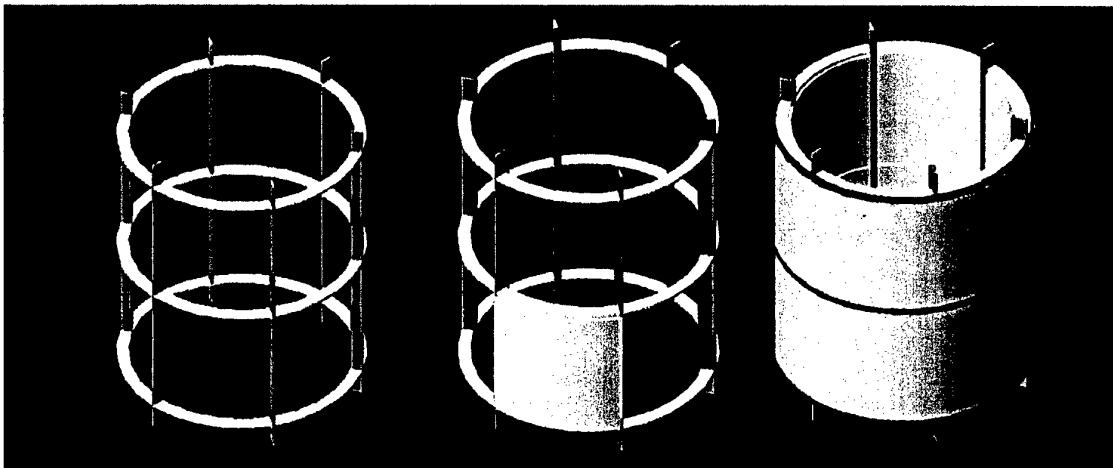
Four edges simply support and a concentrated load at center.
Loading and unloading shows no permanent deformation before ultimate load. Multiple, progressive failures after the ultimate.

Fatigue Test



A specimen for fatigue and static tests. Most failures initiated at the root of slots. Crack growth, however, is stable. Fatigue strength of the grid is outstanding.

Interlocked Composite Grid Cylinder

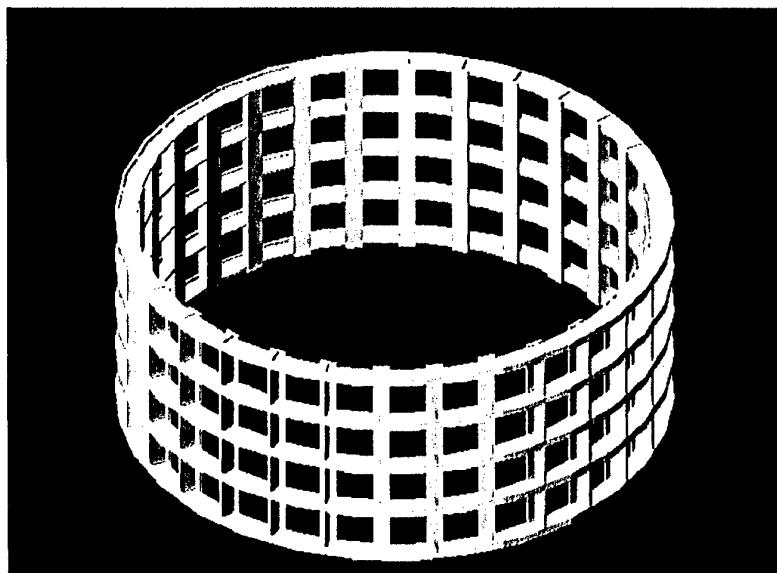


- Slotted joint ribs are assembled.

- Inner caps are bonded and blocks are inserted.

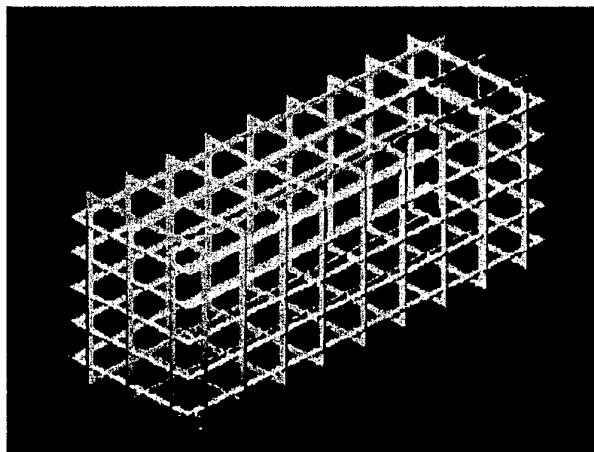
- Complete cylinder with block inserts and rib caps.

Interstage Adapter

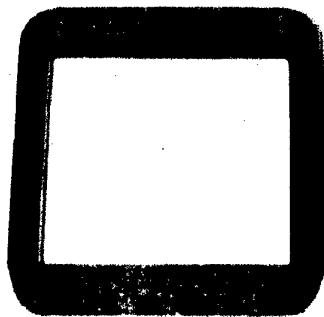


Diameter = 61 inches, Height = 24 inches

An Interlocked Rectangular Grid

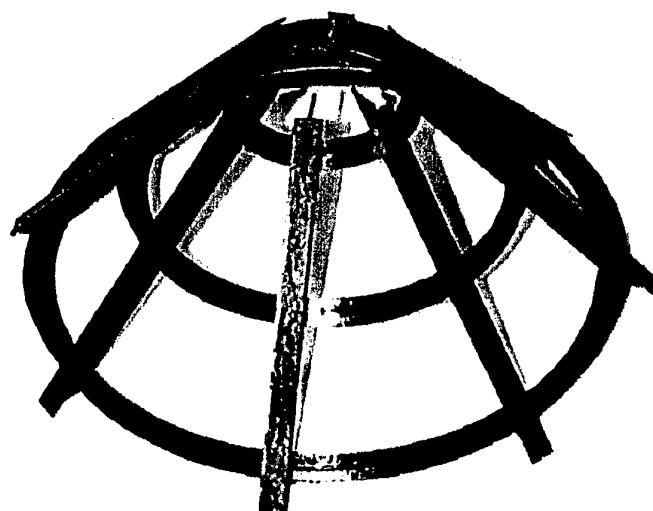


An interlocked rectangular cage



A filament wound loop

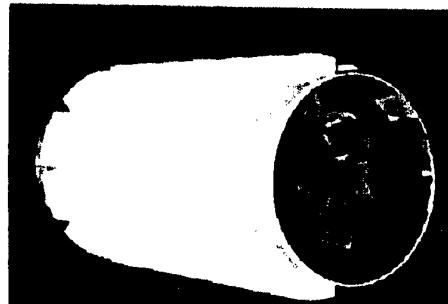
Interlocked Composite Grid Cone



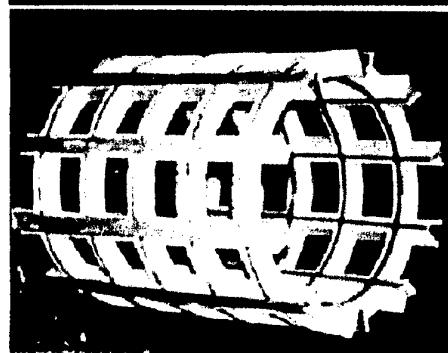
Foam or ceramic inserts can be placed in cell openings to stabilize the ribs, and to provide shear stiffness and to complete closure for flat, cylindrical and conical shells.

[0/90] Interlaced Gird

Square tools positioned onto a mandrel to provide grooves for [0/90] interlace



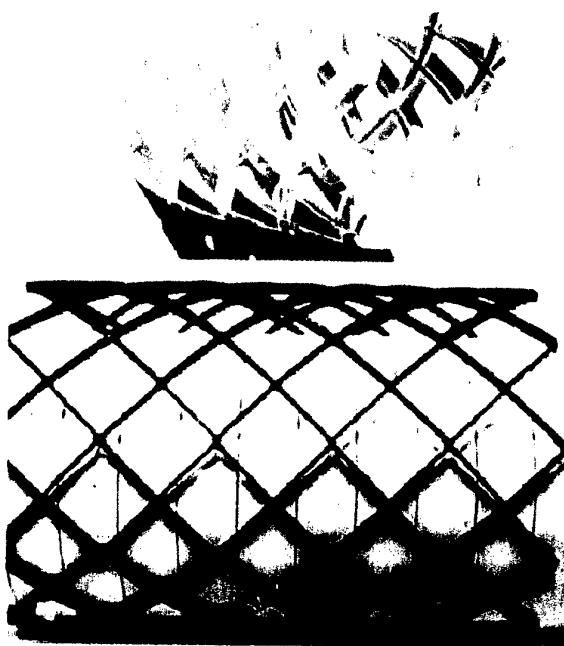
Interlace placed in grooves by wet filament winding



[±45] Interlaced Grid

Tooling rotate 45 degree to form a helical grid.

Top is glass composites grid with tooling shown in yellow. Bottom is same interlaced grid using carbon composites.



Unmatched Opportunities

Composite grids offer revolutionary opportunities:

High structural performance derived from uni-plies

Low cost pultrusion and filament winding available

Flexible assembly eliminates size limitation

Inserts into open cells can be multi-functional

Modular design offers easy inspection and repair

Challenges

Composite grids must overcome many challenges:

Carbon pultrusion is still in research

Low shear and transverse tensile strengths of
uni-ply is intrinsic

Inefficiency of rib intersections or joints

Confidence in bonded structure (rib caps)

Quality production in a rugged environment

Conclusions

Composite grids offer revolutionary opportunities.

Prior examples: Wellington, A-340, Russian missiles

Low risk: use current, though not optimized, materials

Short time: prototype can be built and tested in one year

Payoff is phenomenal: a new way of thinking composites

Large volume applications can finally be here!

Interlocked Grid Airframe

Stephen W. Tsai

Akira Kuraishi

Department of Aeronautics and Astronautics

Stanford University

June 28, 2000

Grid Airframe

(1) High performance

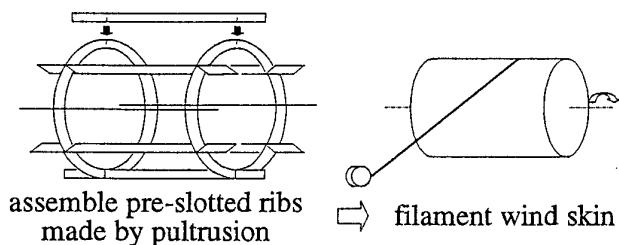
- Efficient unidirectional composites

(2) Low cost

- Cost effective pultrusion and filament winding

(3) Easy to manufacture

- Simple manufacturing process

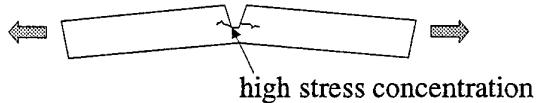


Interlocked Grid

Slots and caps improve the grid performance

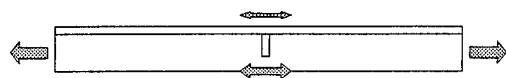
Precut Slots

- (1) Provide accurate assembly
- (2) Create stress concentration



Bonded Caps

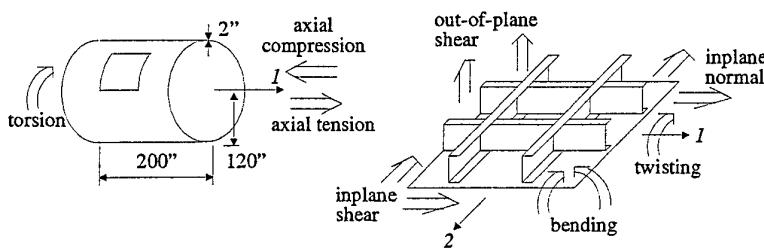
- (1) Provide load path
- (2) Recover stiffness and strength



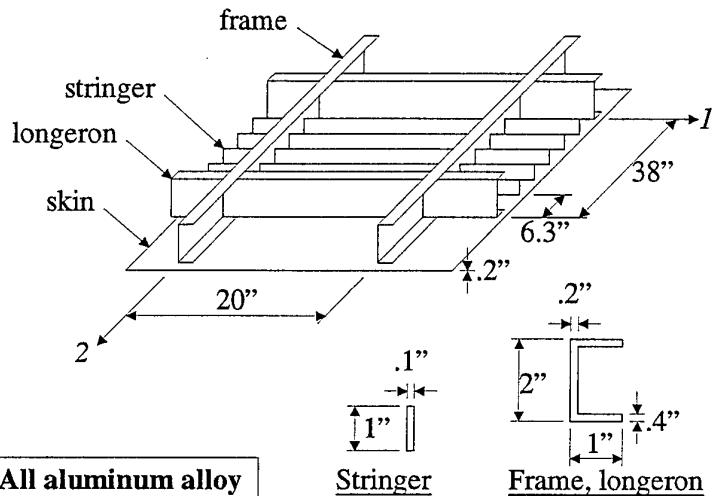
Interlocking

Airframe Comparison

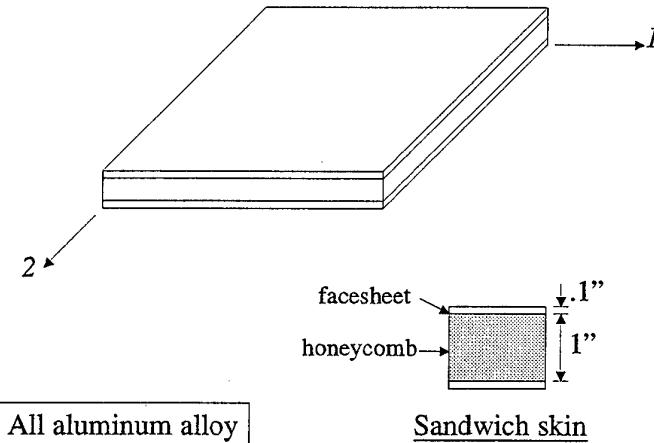
type of airframe	conventional airframe	aluminum sandwich	grid airframe w/ inserts	grid airframe w/ stiffeners
total weight (lb)	4600	3200	3100	2000
specific stiffness	inplane normal	1	1.1	1.5
	inplane shear	1	1.1	0.9
	bending	1	1.0	3.5
	twisting	1	0.7	0.9
	out-of-plane shear	1	0.9	2.6
specific strength	axial compression	1	N/A	0.9
	axial tension	1	1.2	1.0
	torsion	1	1.1	N/A



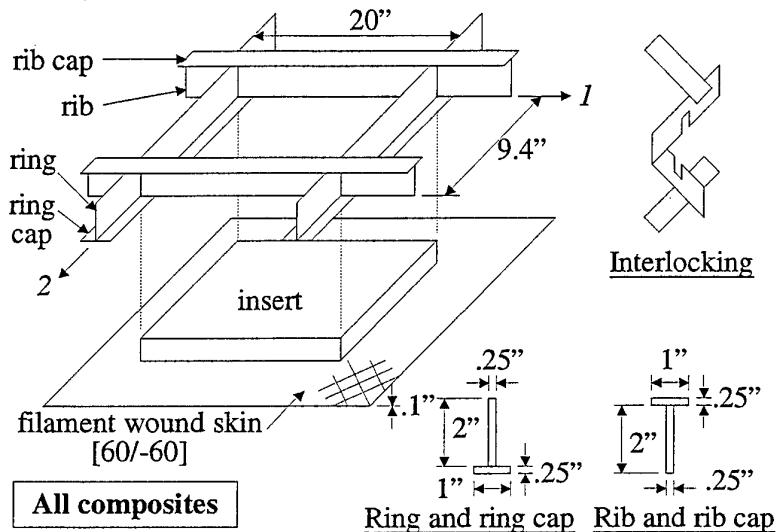
Conventional Airframe (baseline)



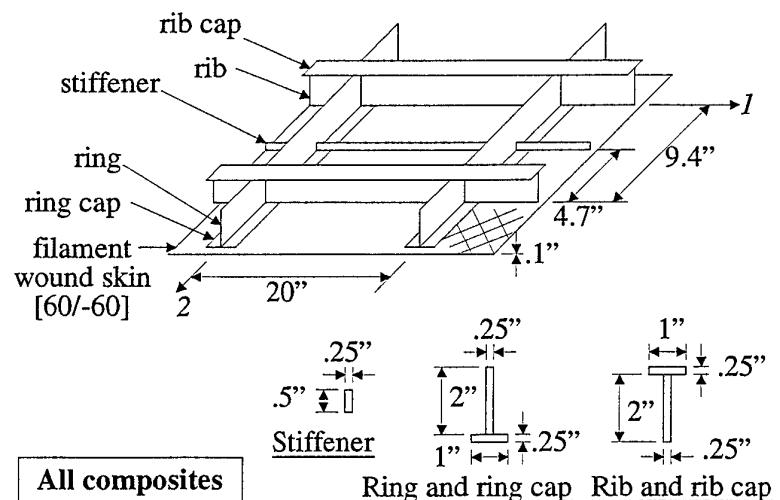
Sandwich Airframe



Grid Airframe with Inserts



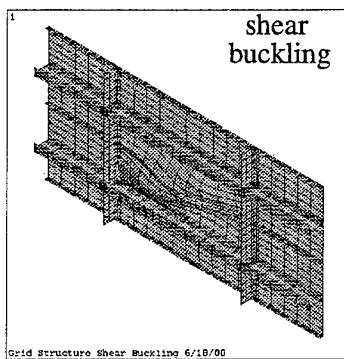
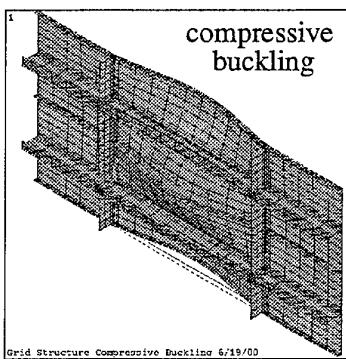
Grid Airframe with Stiffeners



Strength Analysis

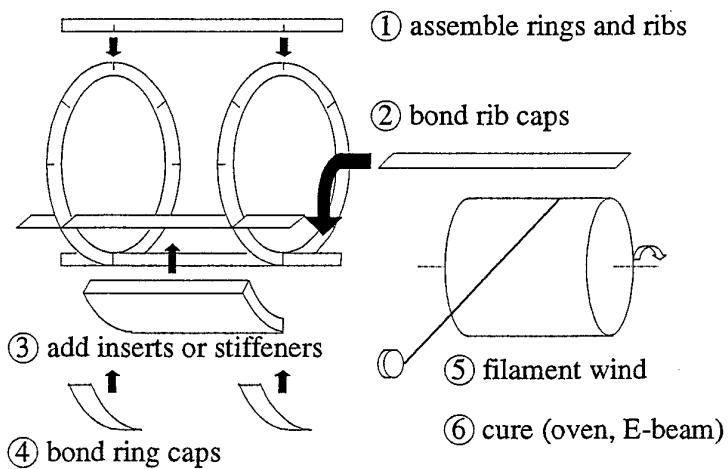
Strength of the grid airframe is controlled by

- (1) Buckling of the thin skin (shown below)
- (2) Stress concentration at the slots



Grid Airframe Assembly

Simple and low cost manufacturing process

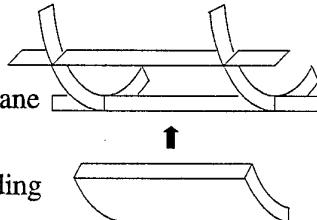


Inserts

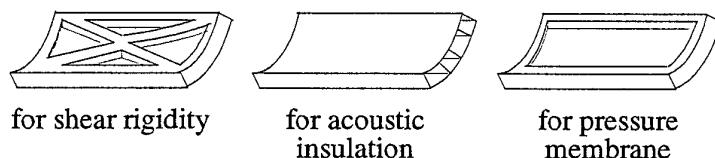
Inserts add flexibility to the design

Inserts can provide

- (1) Shear rigidity
- (2) Internal/external pressure membrane
- (3) Acoustic/thermal insulation
- (4) Smooth surface for filament winding



Modular design enables easy design and manufacturing



Typical Airframe Dimensions

Grid airframe can be used for wide selection of dimensions

	<u>Diameter</u>	<u>Length</u>
--	-----------------	---------------

>300 passengers

Boeing 777-200	19ft (5.9m)	209ft (64m)
Boeing 747-400	20ft (6.1m)	232ft (71m)
Airbus 3xx-200	24ft (7.1m)	260ft (78m)

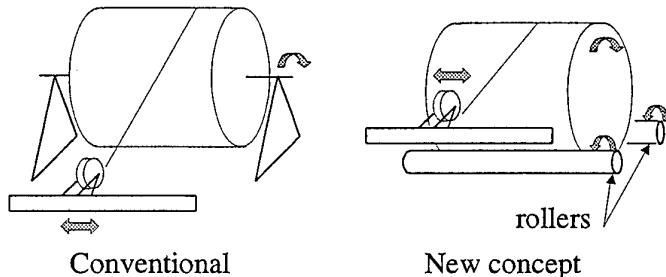
<50 passengers (Regional Jets)

Bombardier CRJ200	9ft (2.7m)	87ft (27m)
Embraer ERJ145	7ft (2.1m)	98ft (30m)

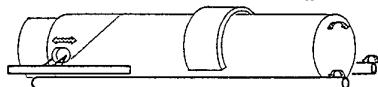
All examples are semi-monocoque structures made of aluminum alloy.

New Filament Winding Concept

New concept enables winding large airframes



winding → cure → product



Large length and diameter possible

Conclusion

Interlocked Grid Airframe is

- (1) **High performance**
- (2) **Low cost**
- (3) **Easy to manufacture**

and has potential for wide range of applications

Fatigue Life Prediction of CFRP/GFRP Bolted Joint Systems

Yasushi Miyano*

Masayuki Nakada

Naoyuki Sekine

Kanazawa Institute of Technology

Address : Materials System Research Laboratory
Kanazawa Institute of Technology
3-1 Yatsukaho Matto Ishikawa 924-0838, Japan
Tel : +81-76-274-9263
Fax : +81-76-274-9251
E-mail : miyano@neptune.kanazawa-it.ac.jp

Fatigue Life Prediction of CFRP/GFRP Bolted Joint Systems

Yasushi Miyano, Masayuki Nakada and Naoyuki Sekine

Materials System Research Laboratory, Kanazawa Institute of Technology, Japan

Abstract

Developing a testing procedure to establish the lifetimes of polymer composites and structures in extreme service environments is becoming a high priority. With service lifetimes measured in years, it is almost unthinkable to do real time testing under a variety of conditions. An accelerated testing methodology is vitally needed for polymer composites.

The most important scientific basis to be used in the accelerated testing of polymer composites and structures is the time-temperature superposition principle. In this method, developed mainly for polymeric based materials, elevated temperature states are used to accelerate the mechanisms of mechanical and chemical degradation which occur under loads over very long times. The method has been widely employed to characterize non-destructive properties, and recently it has been shown remarkable success in characterizing failure properties. The degree of acceleration per increment of elevated temperature is found through the use of the time-temperature superposition hypothesis, along with a sophisticated menu of properties testing procedures.

We proposed a prediction method for long-term fatigue strength of polymer composites under an arbitrary stress ratio, frequency and temperature from the data, for various temperatures, of constant strain rate (CSR) tests for several constant strain-rates and of fatigue test at a single frequency based on the above mentioned hypothesis. The method rests on the four hypotheses for polymer composites:

- (A) Same failure mechanism for CSR, creep and fatigue failure
- (B) Same time-temperature superposition principle for all strengths
- (C) The linear cumulative damage law for monotonic loading
- (D) Linear dependence of fatigue strength upon stress ratio.

When these hypotheses are met, the fatigue strength under an arbitrary combination of stress ratio, frequency and temperature can be determined based on the following test results: (a) Master curve of CSR strength and (b) Master curve of fatigue strength for zero stress ratio. The master curve of CSR strength is constructed from the test results at several constant strain-rates for various temperatures. On the other hand, the master curve of fatigue strength for zero stress ratio at an arbitrary combination of frequency and temperature can be constructed from tests at a single frequency for various temperatures using the time-temperature superposition principle for CSR strength.

In this paper, the proposed method is introduced and the master curves of fatigue strength of CFRP measured by strand tension, longitudinal bending and transverse bending tests based on the proposed method are shown. The master curves of tensile fatigue load for various GFRP/metal joints are also shown. We can understand clearly by using these master curves that the dependence of the fatigue strength on time, temperature and number of cycles to failure is very different from each other.

Additionally, the range of validity of the proposed method for various FRPs and joint structures is cleared. For CFRP consisting PAN based fiber and epoxy resin, the four hypotheses and thus the proposed method holds for all fiber arrangement and loading directions; uniaxial, longitudinal, transverse and satin-woven. The long-term fatigue strengths for this CFRP can be predicted by using the proposed method. However, some of the hypotheses do not hold for composites with PEEK matrix and for composites with Pitch based carbon fibers and Glass fibers. Therefore, the prediction method is not applicable for these FRPs. Here, PEEK resin is not thermorheologically simple and Pitch based carbon fiber and glass fibers show time dependent failure behavior themselves. We also carried out axial tests for various joints consisted from GFRP and metal. For these joints, the four hypotheses hold. Thus, the prediction

methodology is applicable for these joints.

Furthermore, the characteristics of tensile fatigue behavior for GFRP /metal and CFRP/metal bolted joints are cleared by comparing the master curves of fatigue failure load for these bolted joints.

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Fatigue Life Prediction of CFRP/GFRP Bolted Joint Systems

by

Yasushi Miyano, Masayuki Nakada
and
Naoyuki Sekine

Materials System Research Laboratory,
Kanazawa Institute of Technology,
Japan

August 22-23, 2000
Tokyo Office, Kanazawa Institute of Technology,
Tokyo, Japan

BACKGROUND

The most important scientific basis to be used in the accelerated testing of polymer composites and structures is the time-temperature superposition principle.

In this method, developed mainly for polymeric based materials, elevated temperature states are used to accelerate the mechanisms of mechanical and chemical degradation which occur under loads over very long times.

The method has been widely employed to characterize non-destructive properties, and recently it has been shown remarkable success in characterizing failure properties.

The degree of acceleration per increment of elevated temperature is found through the use of the time-temperature superposition hypothesis, along with a sophisticated menu of properties testing procedures.

OBJECTIVE

A prediction method for long-term fatigue strength of Polymer Composites at an arbitrary stress ratio, frequency, and temperature from limited test data and based on the following hypotheses has been proposed (1997).

- (A) Same Failure Mechanism for CSR, Creep, and Fatigue Failure over the same time and temperature
- (B) Same Time-Temperature Superposition Principle for all strengths
- (C) Linear Cumulative Damage Law for monotonic loading
- (D) Linear Dependence of fatigue strength upon stress ratio

2-5

In this paper:

-Introducing the proposed method

-Showing the master curves of fatigue strength of various CFRPs and GFRP/metal joints

-Clearing the range of validity of the proposed method for various FRPs and joint structures

-Comparing the master curves of fatigue failure load for GFRP/metal and CFRP/metal bolted joints

(A) Same failure mechanism for
 $\sigma_s, \sigma_c, \sigma_f$

$\sigma_{f,0}(N_f; f, T)$ for a single f , various T

(B) Same $\alpha_{f,0}(T)$ for
 $\sigma_s, \sigma_c, \sigma_f$

Master curve
 $\sigma_s(t_s'; f, T_0)$
 or
 $\sigma_c(t_c'; N_k, T_0)$

(C) Linear cumulative damage law for monotonic loading

Master curve
 $\sigma_{f,0}(t_f; f, T)$ for any f, T

(D) Linear dependence of
 σ_f on σ

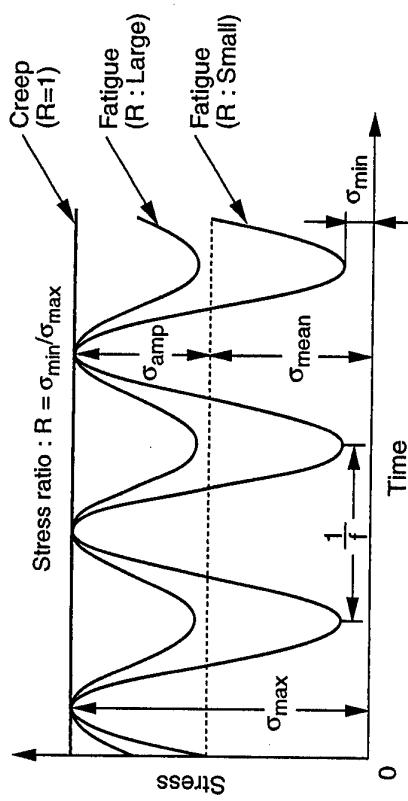
Master curve
 $\sigma_s(t_s'; T_0)$
 or
 $\sigma_c(t_c'; T_0)$

Master curve
 $\sigma_{f,1}(t_f; f, T_0)$

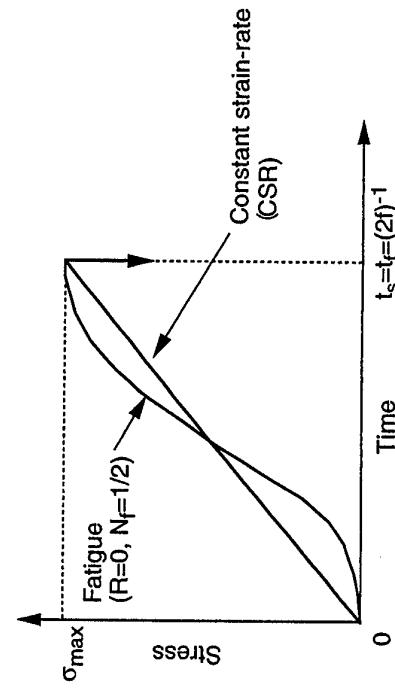
$\sigma_{f,1}(t_f; f, T)$ for any f, T

Fig.1 Fatigue Life Prediction Methodology for Polymer Composites

Hypothesis A: Same failure mechanism for CSR, creep, and fatigue failure



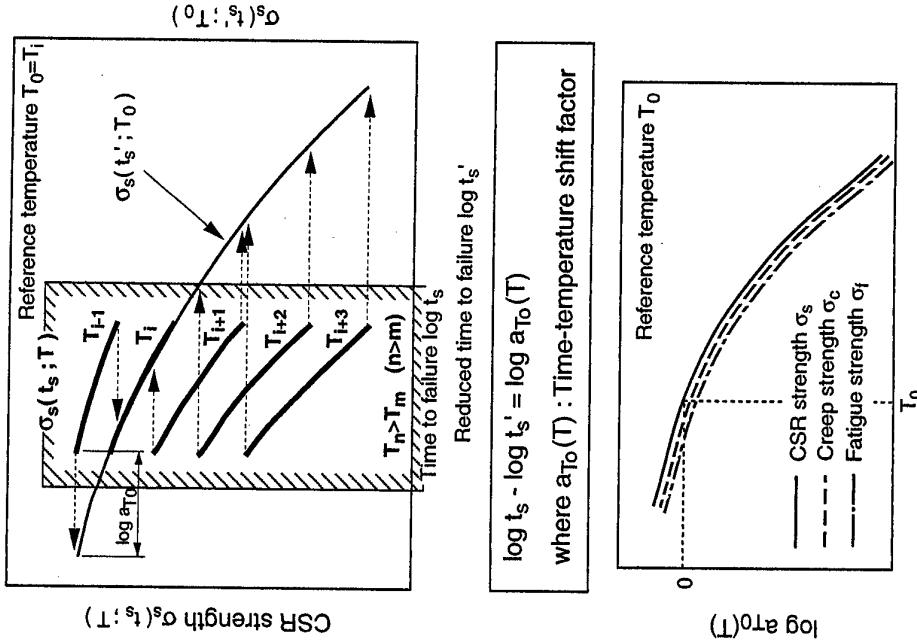
Creep test as fatigue test : $R=1, t_c=t_f$



CSR test as fatigue test : $R=0, N_f=1/2, t_s=t_f=(2f)^{-1}$

Fig. 2

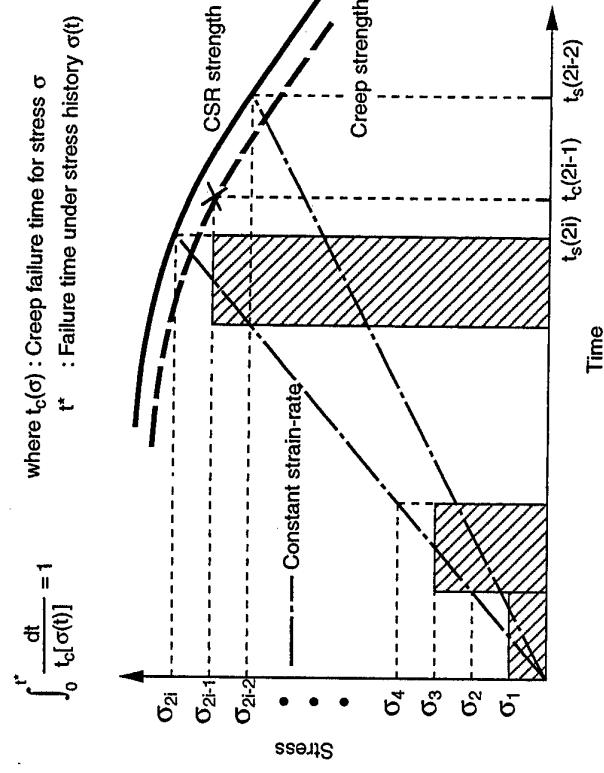
Hypothesis B: Same time-temperature superposition principle for all strengths



Time-temperature shift factor $a_{T0}(T)$ versus temperature

Fig. 3

Hypothesis C: Linear cumulative damage law for monotonic loading



Scheme :

$\sigma_i (i=1, 2, \dots)$: An equally spaced increasing sequence of stress with $\sigma_0=0$

$t_s(i), t_c(i)$: CSR and creep failure time associated with σ_i

Replacing a linear stress history for CSR loading by a staircase function:

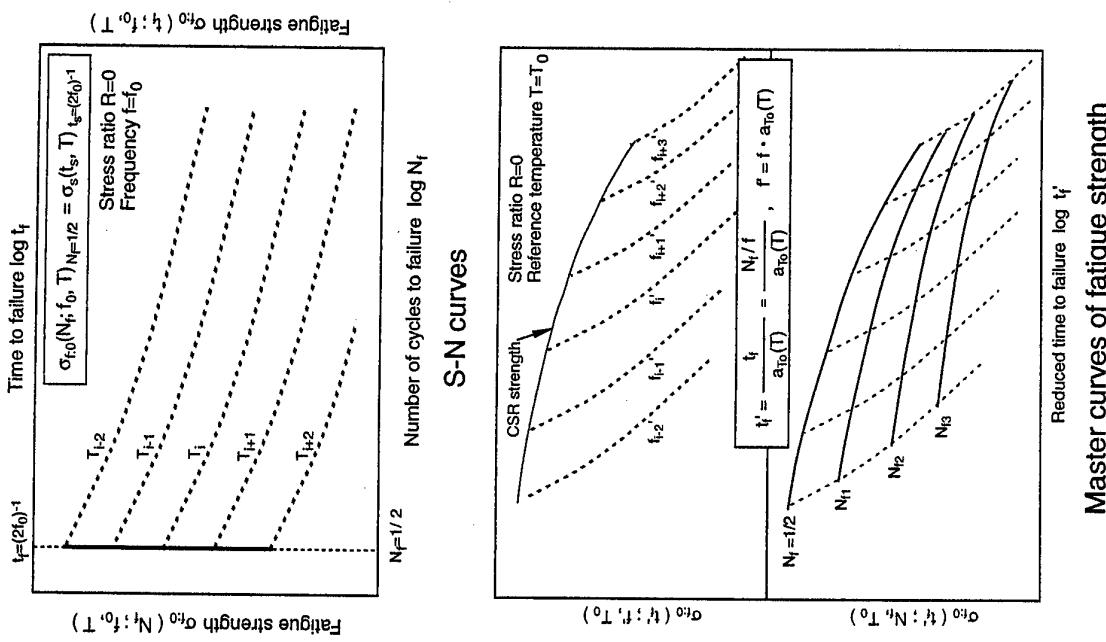
$$\sigma_s(t) = \sigma_{2p+1} [\sigma_{2p} < \sigma_s < \sigma_{2p+2}, p = 0, 1, 2, \dots]$$

Then the linear cumulative damage law gives the following equations.

$$t_c(1) = t_s(1)$$

$$t_c(2i-1) = \frac{t_s(2i)t_s(2i-2)}{i t_s(2i-2) - (i-1)t_s(2i)} \quad (i=2, 3, 4, \dots)$$

Hypothesis A and Hypothesis B



Master curves of fatigue strength

Fig. 5

Fig. 4 Construction of creep strength from CSR strength

Hypothesis D: Linear dependence of fatigue strength upon stress ratio

Information Available at This Stage

(a) The fatigue strength $\sigma_{f:1}(t_f'; T_0)$ for stress ratio $R = 1$
where t_f' : reduced time to failure at reference temperature T_0

(b) The fatigue strength $\sigma_{f:0}(t_f; N_f, T_0)$ for stress ratio $R = 0$

Fatigue strength, $\sigma_f(t_f; R, f, T)$ at an arbitrary stress ratio R , frequency f ,
and temperature T

$$\sigma_f(t_f; R, f, T_0) = \sigma_{f:1}(t_f; f, T_0)R + \sigma_{f:0}(t_f; f, T_0)(1 - R)$$

or

$$\sigma_f(t_f; R, f, T) = \sigma_{f:1}(t_f; f, T)R + \sigma_{f:0}(t_f; f, T)(1 - R)$$

Estimation of CSR and fatigue tests

Example : Bending tests for CFRP laminates

CSR Test

Loading rate : 5 steps (0.01 ~ 100mm/min)

temperature : 5 steps (RT ~ 120°C)

Number at each step : 3 specimens

Total number of specimens : 75 specimens

Number of weeks : 4 weeks

Fatigue test ($R=0.05$, Maximum number of cycles : 10^6)

Frequency : 1 step ($f=5\text{Hz}$)

Temperature : 4 steps (RT ~ 100°C)

Number at each step : 20 specimens

Total number of specimens : 80 specimens

Number of weeks : 12 weeks

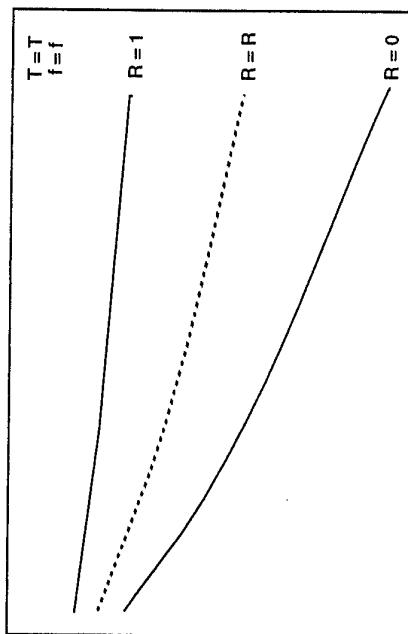
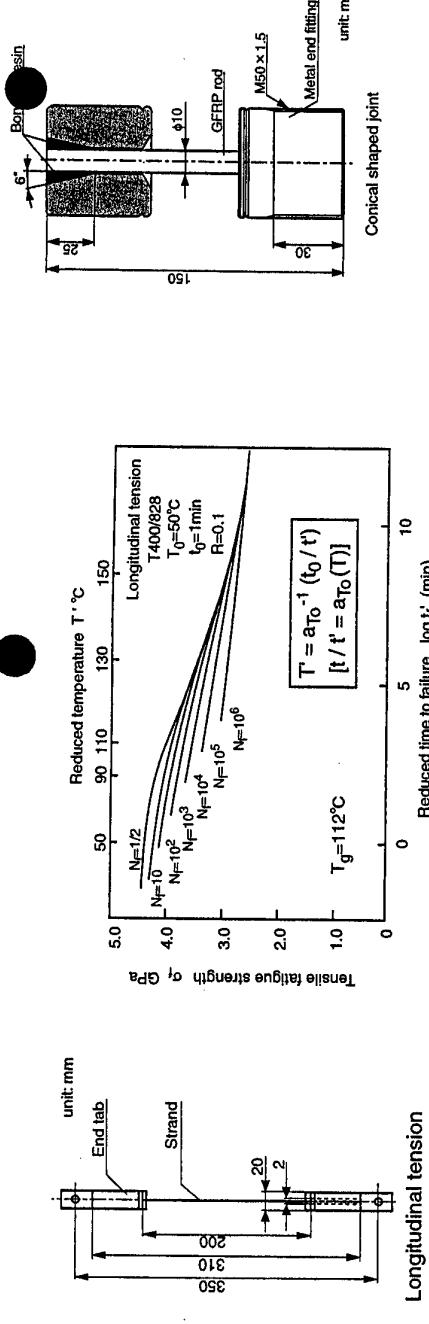


Fig. 6



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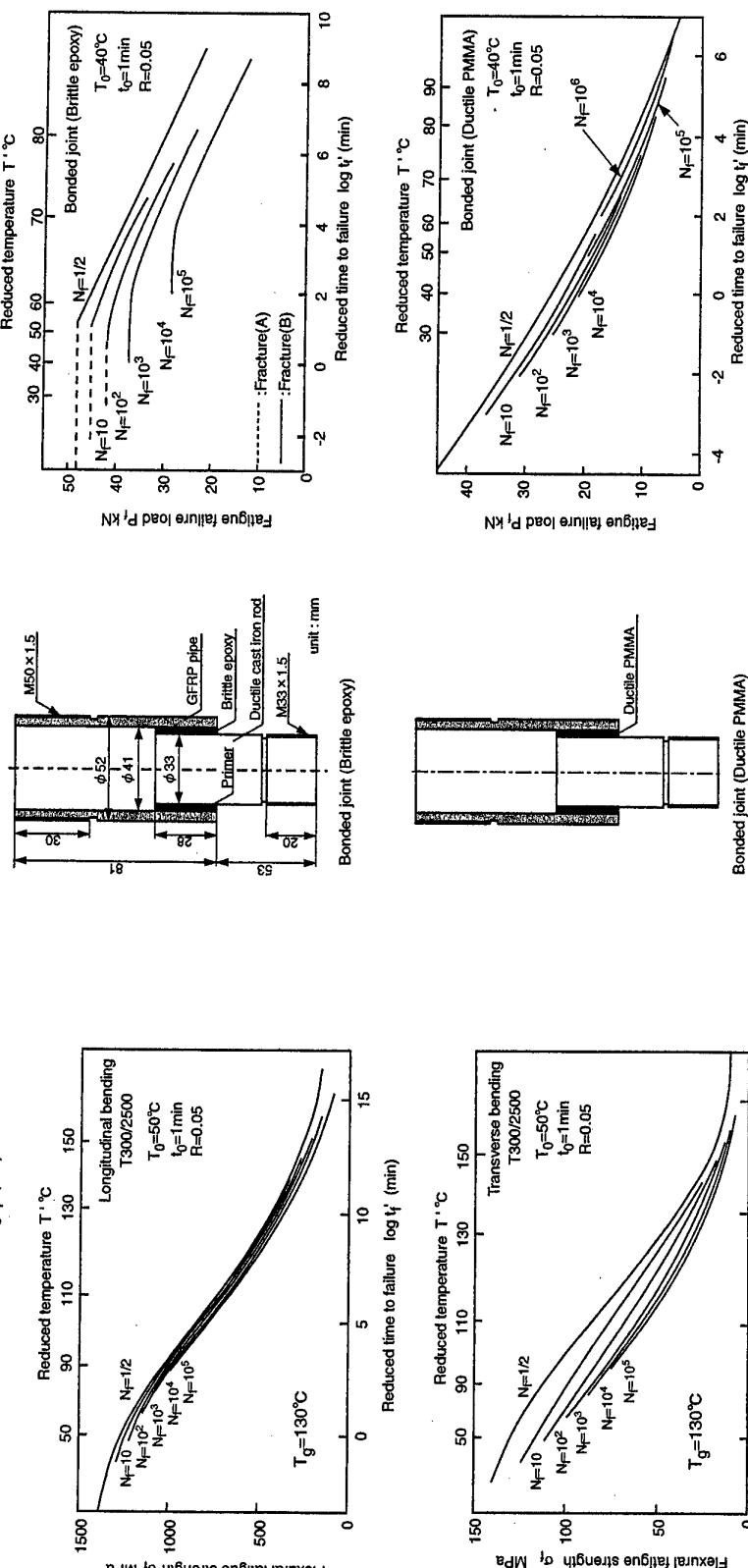


Fig. 7 Master curves of fatigue strength of CFRP

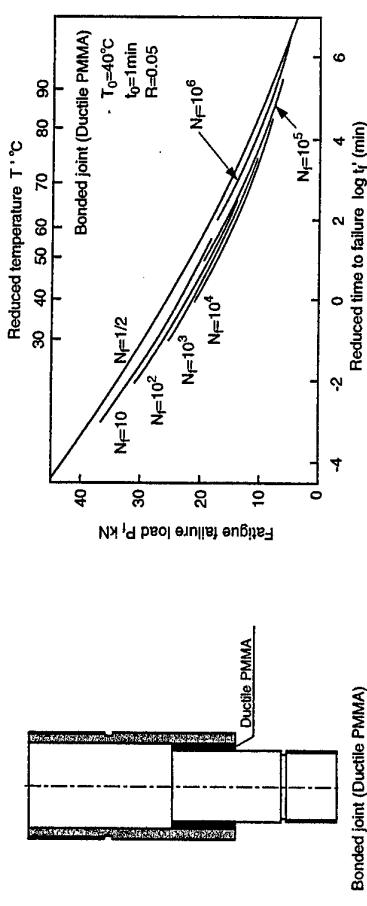


Fig. 8 Master curves of fatigue failure load of various GFRP/metal joints

Table 1 Applicability of prediction method to various FRPs and joint structures

Fiber	Matrix	Type	Fiber/matrix	Loading direction	Hypothesis			
					(A)	(B)	(C)	(D)
Carbon	Epoxy	SW	T100/328	LT	○	○	○	○
			T400/3601	LB	○	○	○	○
	PEEK	UD	T300/PEEK	LB	○	×	△	○
	Pitch	Epoxy	UD	TB	△	×	×	○
Glass	Epoxy	SW	E-Glass/Epoxy	LB	○	△	○	×

Notice UD : Unidirectional
 LT : Longitudinal Tension
 TB : Transverse Bending
 SW : Stain Woven
 LB : Longitudinal Bending

2-10

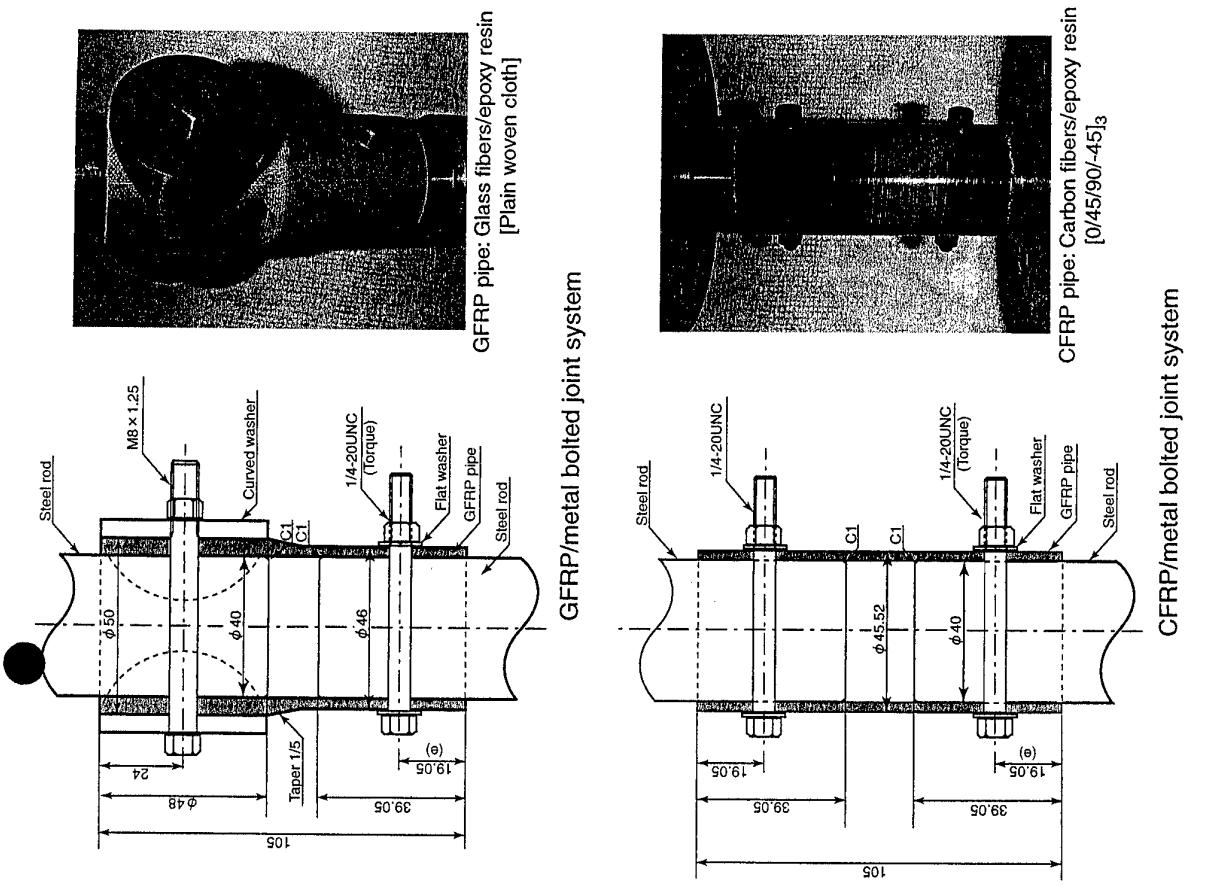


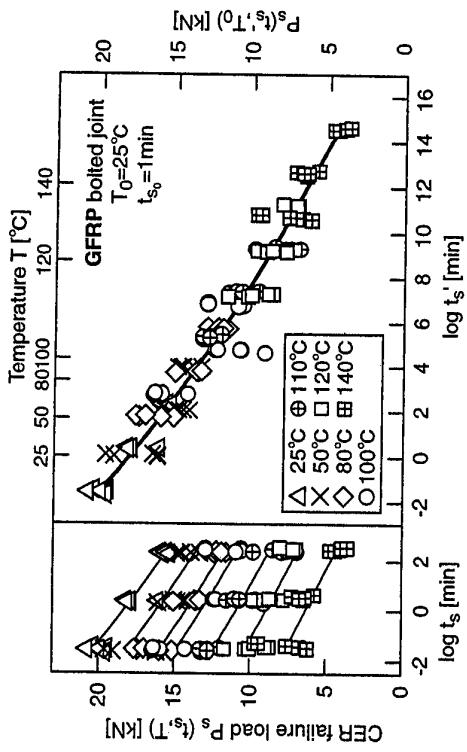
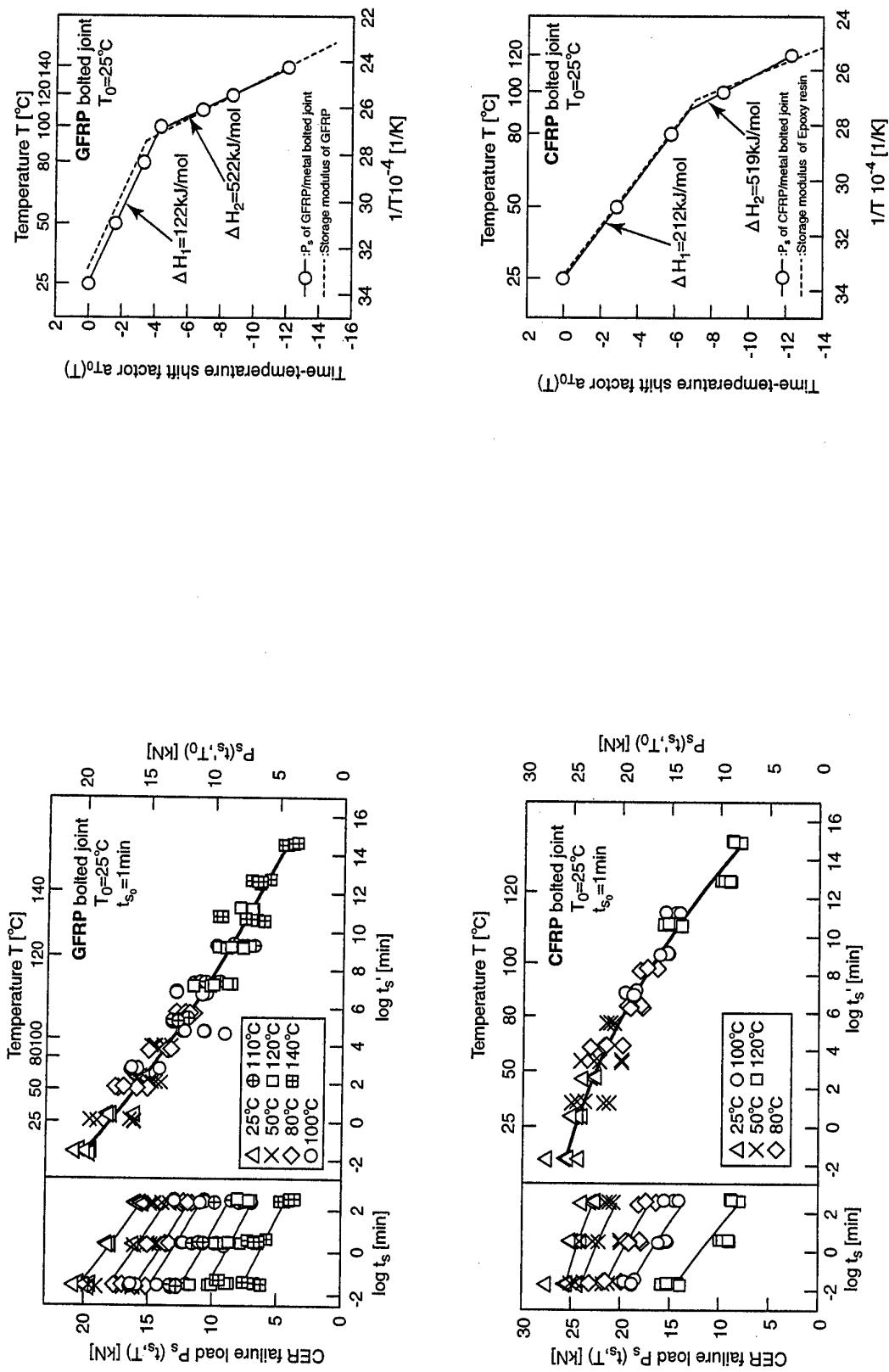
Fig. 9 GFRP/metal and CFRP/metal bolted joint systems

- (A) Same failure mechanism for CSR, creep, and fatigue failures
- (B) Same time-temperature superposition principle for all failure strengths
- (C) Linear cumulative damage law for monotonic loading
- (D) Linear dependence of fatigue strength upon stress ratio

Hypotheses

- (A) Same failure mechanism for CSR, creep, and fatigue failures
- (B) Same time-temperature superposition principle for all failure strengths
- (C) Linear cumulative damage law for monotonic loading
- (D) Linear dependence of fatigue strength upon stress ratio

Fig. 11 Time-temperature shift factors for CER failure load



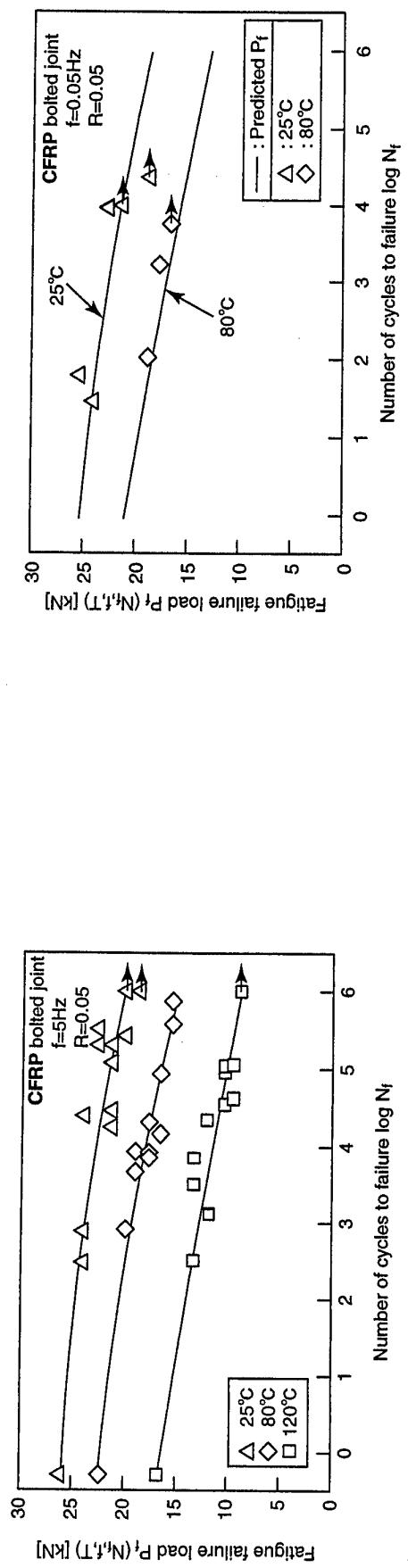


Fig. 12 Fatigue failure load versus number of cycles to failure of FRP bolted joint systems at $f=5\text{Hz}$

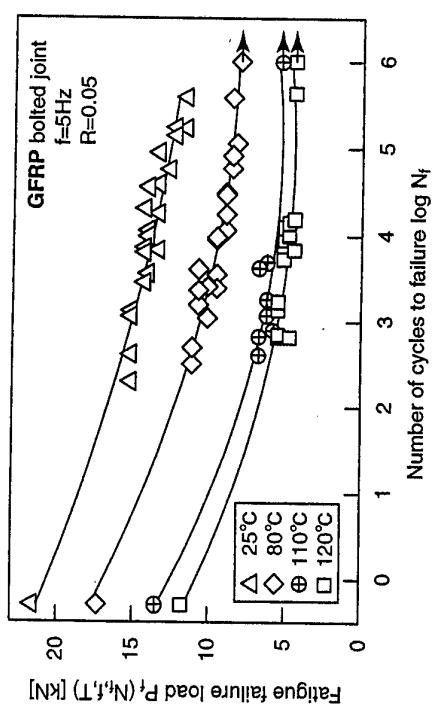
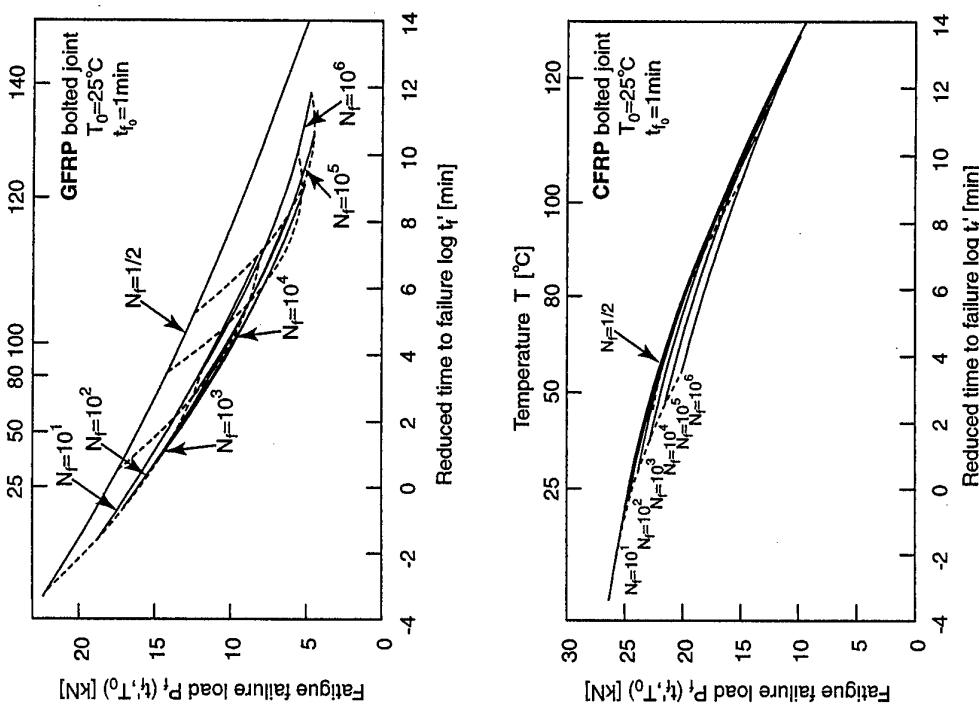


Fig. 13 Fatigue failure load versus number of cycles to failure of FRP bolted joint systems at $f=0.05\text{Hz}$

CONCLUSION



A prediction method for long-term fatigue strength of polymer composites at an arbitrary stress ratio, frequency, and temperature was proposed based on four hypotheses.

From our experimental finding:

- PAN-based CFRP and GFRP/metal joint meet the four hypotheses regardless the structural configuration and loading style.

- The master curves of fatigue strength for various CFRPs and GFRP/metal joints indicate respectively characteristic time and temperature dependent fatigue behavior.

- The fatigue failure load of CFRP/metal joint depends clearly on time and temperature, however this failure load decreases scarcely with increasing N_f .

Fig. 14 Master curves of fatigue failure load

Thermo-Mechanical Response of Composites at Cryogenic Temperatures

Ran Y. Kim

University of Dayton Research Institute

Address : University of Dayton Research Institute
300 College Park Dayton, OH 45469-0168, USA
Tel : +1-937-255-9102
Fax : +1-937-258-8075
E-mail : kimry@ml.wpafb.af.mil

THERMO-MECHANICAL RESPONSE OF COMPOSITES AT CRYOGENIC TEMPERATURES

Ran Y. Kim
University of Dayton Research Institute
Dayton, Ohio 45469-0168

ABSTRACT

Advanced composites are being explored for structural applications at extremely low temperatures, for example in large cryogenic fuel tanks on NASA's Reusable Launch Vehicle and on the Air Force's Space Operations Vehicle. Exposure to these cryogenic temperatures can cause transverse microcracks in the composites due to thermal residual stresses brought on by the anisotropy in the composite ply coefficient of thermal expansion (CTE). Transverse cracking often results in a reduction in laminate stiffness and strength and changes in laminate CTE, and provides a pathway for the ingress of moisture or corrosive chemicals; in cryotanks, transverse cracking can cause leakage of the pressurized liquid fuel. The objective of this work was to develop a predictive capability for the onset of transverse cracking in composite laminates subjected to isolated or combined thermal and mechanical loads. The material system investigated was a carbon fiber-reinforced toughened epoxy composite, IM7/977-3. The thermomechanical properties required for the analysis were obtained from tests on [0]_{8T}, [90]_{8T}, and [± 45]_{2S} laminates. These laminates were tested at a number of temperatures ranging from ambient down to -191°C, using a custom-built cryogenic chamber installed on a mechanical test machine.

Cross-ply laminate, with [0₂/90₂]_S was used to experimentally determine the onset of transverse cracking under isolated or combined mechanical and thermal loads. Transverse cracking was detected from acoustic emission and the response of bonded strain gages, and confirmed from microscopic examination of polished specimen edges. Ply stresses were calculated for the corresponding conditions from laminated plate theory, using the appropriate experimentally generated thermomechanical properties and the applied load. The maximum stress failure theory was applied to predict failure. The analytical predictions were then compared with experimental results at temperatures of 23, -129, and -191°C, and the results are reported here.

THERMO-MECHANICAL RESPONSE OF COMPOSITES AT CRYOGENIC TEMPERATURES

**Ran Y. Kim
University of Dayton Research Institute
Dayton, Ohio, USA**

OBJECTIVES

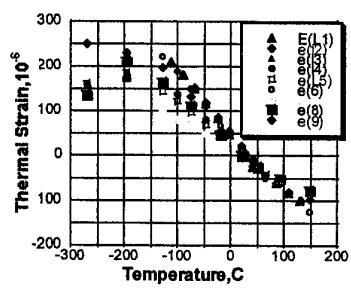
- To study the thermomechanical behavior of composites at cryogenic temperatures
- To examine a predictive capability for the onset of microcracking in composite laminates subjected to combined thermal and mechanical loadings

EXPERIMENT

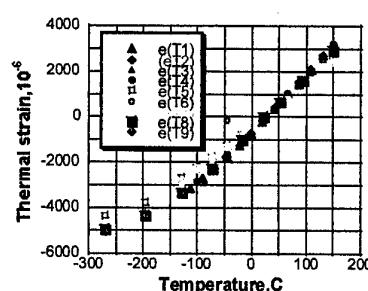
- Material Systems: IM7/977-3, IM7/5250-4, IM7/PETIS
- Laminates:
 - Unidirectional: thermomechanical characterization
 - Multidirectional: onset of microcracking
- Temperature range: -269 (-452) to 149°C (300°F)
- Designed and built test fixture and cryostat for cryogenic tests
- CTE measured using strain gages
- Material properties were determined at cryogenic temperatures
- Onset of microcracking determined under ambient test conditions from acoustic emission and at cryogenic temperatures from incremental step loading and unloading
- Microcracking confirmed in an optical microscope
- The onset of microcracking was predicted using lamination theory and failure theory

THERMAL STRAIN FOR MEASUREMENT OF CTE

AXIAL

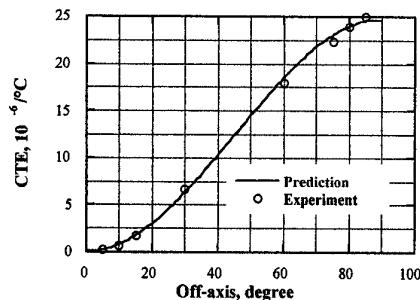


TRANSVERSE



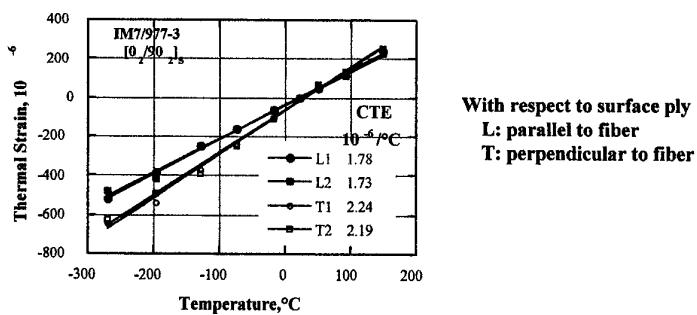
Transverse sensitivity correction required for obtaining true thermal strain in axial direction:
 $\epsilon = \epsilon_a - K_t \epsilon_t$

OFF-AXIS CTE



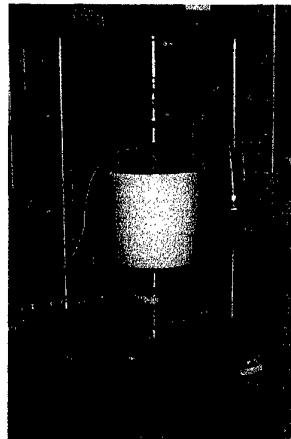
Prediction was made using the measured unidirectional CTEs

THERMAL STRAIN FOR $[0_2/90_2]_S$ LAMINATE



Calculated CTE: $1.99 \times 10^{-6}/^{\circ}\text{C}$ using unidirectional CTE values

MTS TEST FRAME FOR TESTING AT CRYOGENIC TEMPERATURES

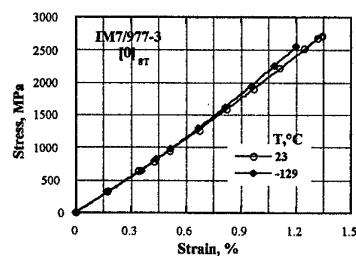


This simple device was initially used for testing at LN temperature.

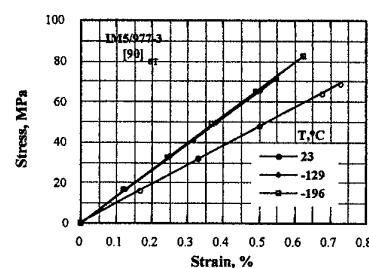
A custom built cryostat capable of testing down to LHe temperatures is being installed.

STRESS-STRAIN CURVES

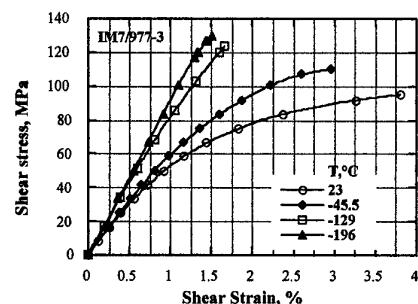
AXIAL



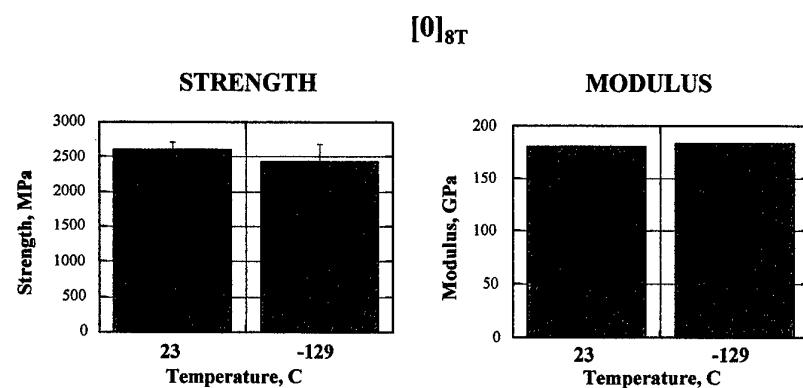
TRANSVERSE



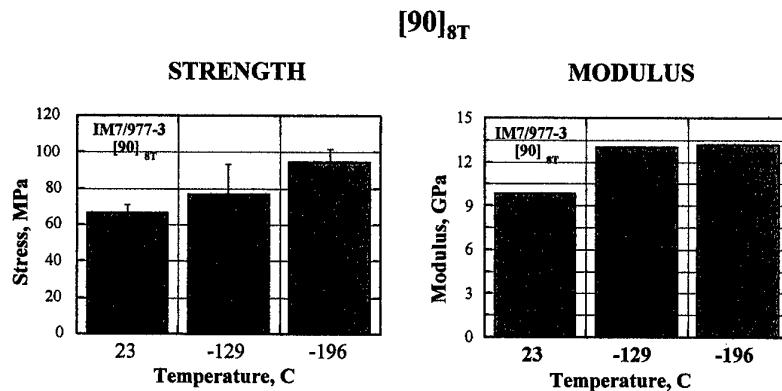
SHEAR STRESS-STRAIN CURVES



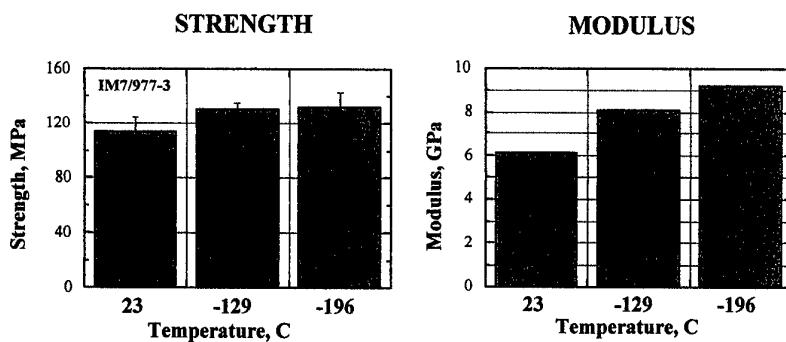
VARIATION OF LONGITUDINAL STRENGTH AND MODULUS



VARIATION OF TRANSVERSE STRENGTH AND MODULUS

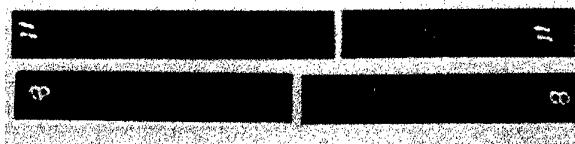


VARIATION OF INPLANE SHEAR STRENGTH AND MODULUS



PHOTOGRAPHS of FAILED [90]_{8T} SPECIMENS

23 C



-196 C



Multiple fracture at low temperatures

PHOTOGRAPHS OF FAILED [±45]_S SPECIMENS

23 C (73 F)



-196 C (-321 F)

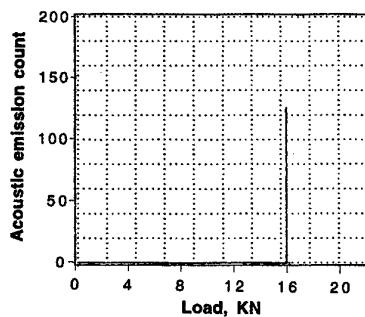


Brittle failure

VARIATION OF STRENGTH AND MODULUS

Laminate	Temperature C	Strength MPa	Coefficient of Variation, %	Modulus GPa
Longitudinal [0]8T	23	2,599	4.2	180
	-129	2,425	10.1	183
	-196	x	x	x
Transverse [90]8T	23	74.5	6.7	9.8
	-129	83.4	22.1	13.2
	-196	97.2	5.6	13.4
Shear [±45]2S	23	113.3	5.6	6.1
	-129	130.5	3.1	8.1
	-196	132.1	5.4	9.2

ACOUSTIC EMISSION RECORD FOR [0₂/90₂]_S LAMINATE AT 23 C

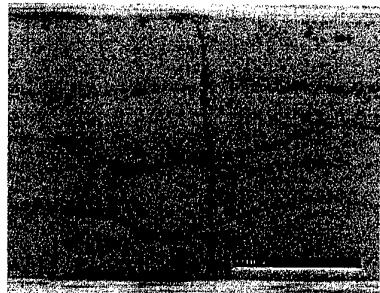


The acoustic emission event indicates the occurrence of the first transverse crack

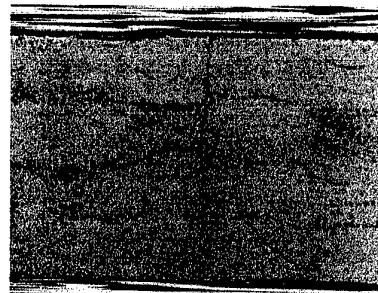
PHOTOMICROGRAPHS OF INITIAL MICROCRACKS

$[0_2/90_2]_S$

23 C (73 F)



-196 C (-321 F)



90° PLY STRESS AT ONSET OF MICROCRACKING FOR $[0_2/90_2]_S$ LAMINATE

Temperature °C	*Curing residual stress in 90 ply MPa	**Mechanical stress in 90 ply at cracking MPa	Total stress in 90 ply MPa	90 ply strength MPa
23	17.8	60.4	78.2	74.5
-129	45.6	52.3	97.9	83.4
-196	60.3	51.8	112.1	97.3

*Stress free temperature=163°C and moisture content=0.15 %

**Average of 4 specimens at -129C and 8 specimens at 23 and -196C

SUMMARY

- Specimen alignment for transverse loading is critical at cryogenic temperatures
- Transverse strength and in-plane shear increased at low temperatures while strain to failure decreased; brittleness increased as the test temperature decreased
- The nonlinearity of the shear stress-strain curve decreased significantly at cryogenic temperatures
- Strain gages allow easy and accurate measurement of composite CTEs at cryogenic temperatures
- CTE decreased at cryogenic temperatures
- The stress level at the onset of transverse cracking decreased significantly at low temperature, due primarily to an increase in thermal residual stresses
- Further work needs to clarify the discrepancy between observed and calculated stress at onset of microcracking at cryogenic temperatures.

Durability Assessment of Polymer Matrix Composite Materials
for Use on the Next-Generation SST
at National Aerospace Laboratory

Toshiyuki Shimokawa*

Hisaya Katoh

National Aerospace Laboratory

Address : Structures Division
National Aerospace Laboratory
6-13-1 Ohsawa Mitaka Tokyo 181-0015, Japan
Tel : +81-422-40-3563
Fax : +81-422-40-3549
E-mail : shimoka@nal.go.jp

Durability Assessment of Polymer Matrix Composite Materials for Use on the Next-Generation SST at National Aerospace Laboratory

Toshiyuki Shimokawa and Hisaya Katoh
National Aerospace Laboratory
Ohsawa, Mitaka, Tokyo 181-0015, Japan

Introduction

The structures of the next-generation supersonic transport (SST) require the long-term durability of structural materials under a variety of conditions involving temperature, loads, and fluids, not only in constant states but also with cyclic fluctuations. Structural weight moreover must be drastically reduced to achieve commercial success requiring extensive use of high-temperature polymer-matrix composite materials.

The National Aerospace Laboratory (NAL) is carrying out joint research programs with five organizations to evaluate the long-term durability of high-temperature polymer-matrix composite materials nominated for use on the next-generation SST. The five organizations are the National Institute of Materials and Chemical Research, three major aircraft manufacturing companies, i.e., Fuji Heavy Industries, Ltd., Kawasaki Heavy Industries, Ltd., and Mitsubishi Heavy Industries, Ltd., and the Japan Aircraft Development Corporation.

The authors briefly introduce the test results obtained in our joint research programs in order to evaluate the effects of isothermal aging and thermal cycling on the strength degradation, and the bearing creep behavior of carbon/high-temperature polymer-matrix composite materials, referring to the three papers [1-3] published.

Effect of Isothermal Aging on Strength Degradation [1]

This study evaluated the effect of isothermal aging on the ultimate strength of G40-800/5260 and MR50K/MR2000N carbon/bismaleimide composite materials and a T800H/PI-SP carbon/amorphous thermoplastic-polyimide composite material. The hole-notched and unnotched panels, before being machined to specimens, were isothermally aged at 120°C and 180°C for up to 15,000 hours. Static tests at room and elevated temperatures before and after thermal aging provided the open-hole tensile, open-hole compressive, and short beam shear strengths.

In the case of the G40-800/5260 bismaleimide composite material, the degradation of open-hole tensile strength by isothermal aging at 120°C was not clear. Although the open-hole compressive strength at room temperature was not reduced by isothermal aging at 120°C, this strength at 120°C slightly decreased after isothermal aging of 15,000 hours. The latter fact was identical for the MR50K/ MR2000N bismaleimide composite material also. No degradation of open-hole compressive and SBS strengths was observed for the T800H/PI-SP thermoplastic-polyimide composite material after thermal aging at 120°C and 180°C up to 15,000 hours.

Effect of Thermal Cycling on Open-Hole Compressive Strength [2]

This study investigated the effect of thermal cycles encountered by an SST in service on the degradation of high-temperature polymer matrix composite materials. One cycle of thermal

cycling was designated as the sequence from room temperature (RT) to -54°C, up to +177°C, and back to RT. The retention time was 15 minutes each at the minimum and maximum temperatures. Different kinds of specimens were prepared for microcrack observation and static mechanical tests. Thermal cycling tests were conducted up to 10,000 cycles on IM7/PIXA carbon/thermoplastic-polyimide and IM7/K3B carbon/polyimide composite materials and up to 1,000 cycles on a G40-800/5260 carbon/bismaleimide composite material. At scheduled thermal cycles, transverse microcracks initiated on the sectional surface of the laminates were observed by using an optical microscope. Static mechanical tests provided the open-hole compressive strength before and after thermal cycles.

The open-hole compressive strength before and after thermal cycles did not change during the course of this study, though a lot of microcracks were found. Therefore, thermal cycles and the initiation of transverse microcracks did not affect the open-hole compressive strength.

Bearing Creep Behavior [3]

This study investigated the bearing creep behavior of a G40-800/5260 carbon/bismaleimide composite material. Bearing creep tests were carried out at 120°C, 150°C, and 180°C. Load levels for creep tests corresponded to 0.3, 0.4, 0.5 and 0.6 of the 4%-yield bearing strength. The torque of the bolt in bearing creep tests was adjusted to 3.5 kgf·cm (3 in·lb) using a torque wrench. The residual hole-deformation was used as an index of creep damage. The hole deformation was measured at scheduled creep hours after detaching the specimen from the test fixture. The creep test was then continued using a new set of a nut and a bolt. The tests provided the bearing tensile strength as a function of temperature, the hole deformation by creep up to 10,000 hours as a function of the load level and temperature, and the damage in longitudinal sections at the loaded-hole edges by bearing creep and bearing tensile tests.

The large deformation of the bolt hole was observed at high load levels and elevated temperatures, though the deformation was small under the condition of the low load level at 120°C. As the temperature rose, the hole deformation increased even at the low load level.

References

- [1] Shimokawa, T., Hamaguchi, Y., Kakuta, Y., Katoh, H., Sanda, T., Mizuno, H., and Toi, Y., "Effect of Isothermal Aging on Ultimate Strength of High-Temperature Composite Materials for SST Structures," *Journal of Composite Materials*, Vol. 33, No. 12, 1999, pp. 1104-1118.
- [2] Shimokawa, T., Katoh, H., Hamaguchi, Y., Sanbongi, S., Mizuno, H., Nakamura, H., Asagumo, R., and Tamura, H., "Effects of Thermal Cycling on Degradation of High-Temperature Polymer Composite Materials for the Next-Generation SST Structures," *Proceedings of the 9th US-Japan Conference on Composite Materials*, Japan Society for Composite Materials and American Society for Composites, Mishima, Japan, July 2000, pp. 355-362.
- [3] Katoh, H., Shimokawa, T., Tsuda, H., Sakai, A., and Asagumo, R., "Bearing Creep Behavior of a Carbon/Bismaleimide Composite Material for the Next-Generation Supersonic Transport," *Proceedings of the 9th US-Japan Conference on Composite Materials*, Japan Society for Composite Materials and American Society for Composites, Mishima, Japan, July 2000, pp. 603-610.

NAL

Durability Assessment of Polymer Matrix Composite Materials for Use on the Next-Generation SST at National Aerospace Laboratory

Toshiyuki Shimokawa and Hisaya Katoh
National Aerospace Laboratory

For Presentation at the Composites Durability Workshop 2000
Tokyo, Japan, August 23, 2000

1

NAL

Introduction

Structures of the Next-Generation Supersonic Transport (SST)

Long-term durability of structural materials
Temperature, loads, and fluids

NASA HSCT: Mach 2.4, 177°C, 30,000 flights, 60,000 hours

Drastic reduction of structural weight

Extensive use of high-temperature polymer-matrix composite materials

2

NAL

Joint Research Programs

National Aerospace Laboratory (NAL) and five organizations:

National Institute of Materials and Chemical Research (NIMCR),
aircraft manufacturing industries (FHI, KHI, and MHI), and
Japan Aircraft Development Corporation (JADC)

The objectives are to evaluate the effects of isothermal aging and
thermal cycling on the strength degradation, and the bearing
creep properties of carbon/high-temperature polymer-matrix
composite materials.

3

NAL

Effect of Isothermal Aging on Strength Degradation

- (1) Open-hole tensile strength vs. thermal aging time
- (2) Open-hole compressive strength vs. thermal aging time
- (3) Short beam shear strength vs. thermal aging time

4

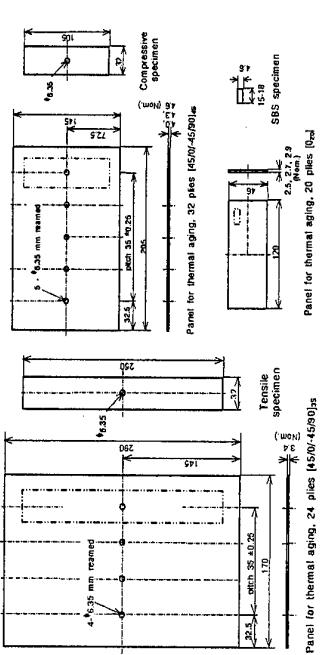


Fig. 1: Geometry of panels for isothermal aging and specimens tested; dimensions in mm.

5

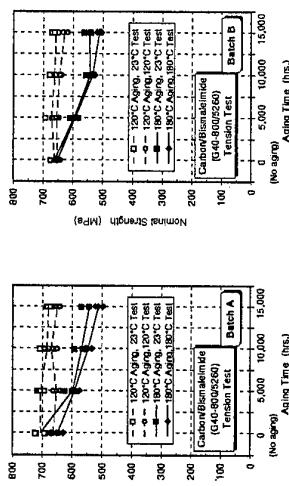


Fig. 3: Open-hole tensile strength of G40-800/5260 carbon/bismaleimide composite versus thermal aging time for two batches A and B.

7

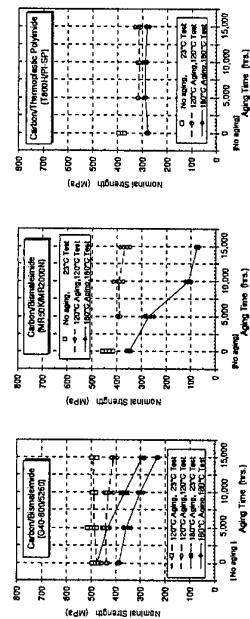


Fig. 4: Open-hole compressive strength versus thermal aging time for three kinds of carbon/high-temperature polymeric composites.

8

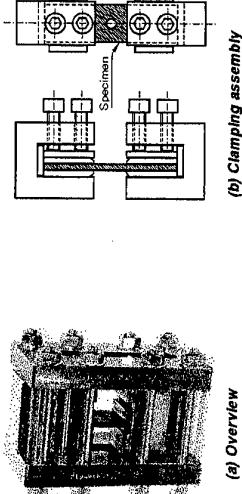


Fig. 2: Compression test fixture

6

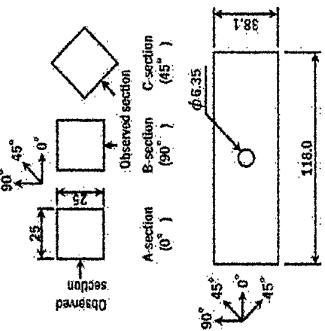


Fig. 5: Short beam shear (SBS) strength versus thermal aging time for three kinds of carbon/high-temperature polymeric composites.

9

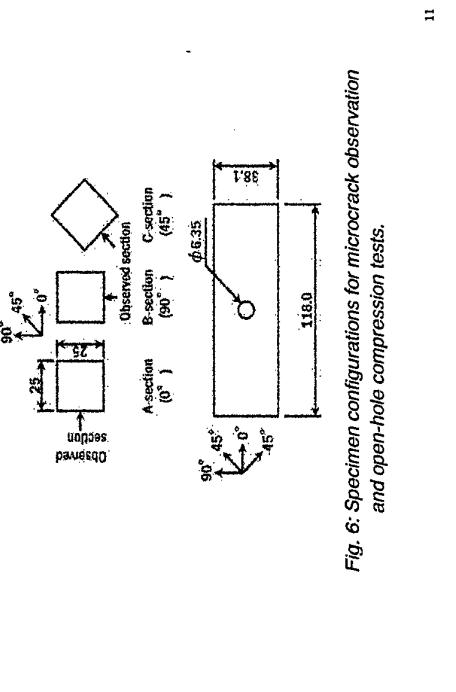


Fig. 6: Specimen configurations for microcrack observation and open-hole compression tests.

11

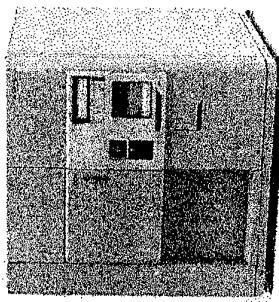


Fig. 7: Thermal cycling test system (TABAJI ESPEC Co. TSA-70H).

12

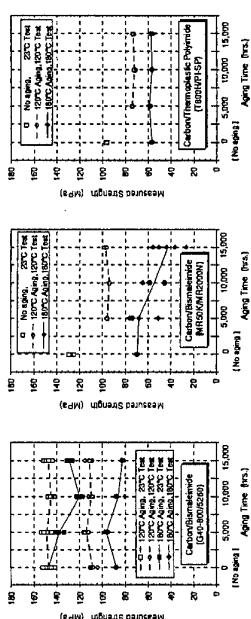


Fig. 8: Effects of Thermal Cycling on Open-Hole Compressive Strength

Effects of Thermal Cycling on Open-Hole Compressive Strength

- (1) Number of microcracks initiated vs. thermal cycles
- (2) Open-hole compressive strength vs. thermal cycles

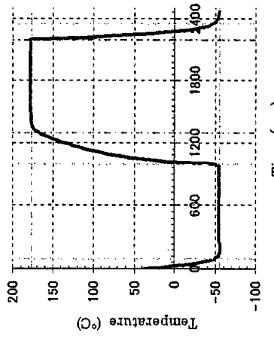


Fig. 8: Test thermal cycle measured in a specimen of the same size as that used for microcrack observation.

13

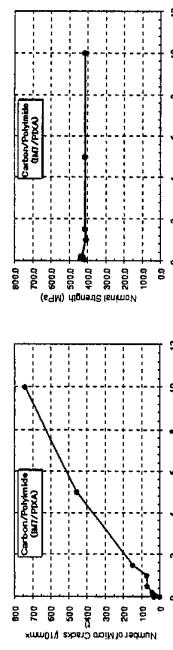


Fig. 10a: Number of microcracks initiated in the sectional area of 10mmxthickness as a function of thermal cycles (M-7/PIXA).

15

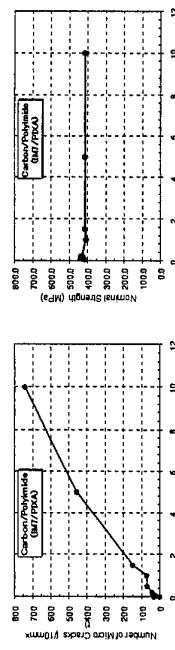


Fig. 11a: Open-hole compressive strength at room temperature before and after thermal cycles (M-7/PIXA).

16

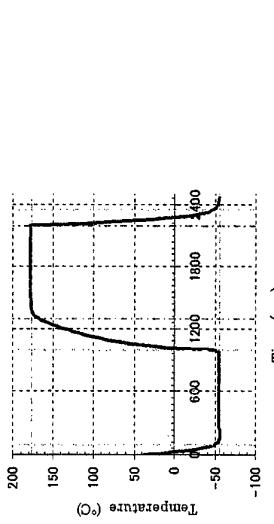


Fig. 10b: Number of microcracks initiated in the sectional area of 10mmxthickness as a function of thermal cycles (M-7/K3B).

14

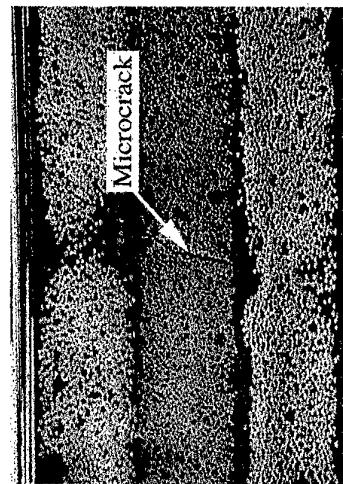


Fig. 9: A typical transverse microcrack.

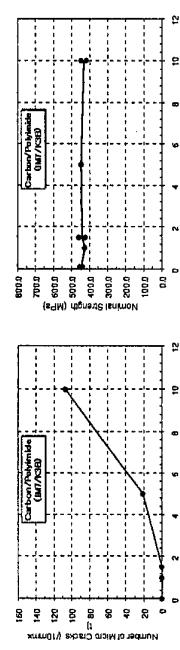


Fig. 11b: Open-hole compressive strength at room temperature before and after thermal cycles (M-7/K3B).

16

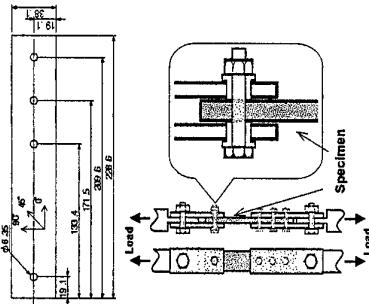


Fig. 12: Specimen configuration and bolt-loading apparatus, dimensions in mm.

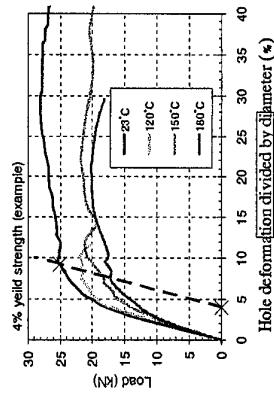


Fig. 13: Load versus hole deformation in bearing tensile tests.

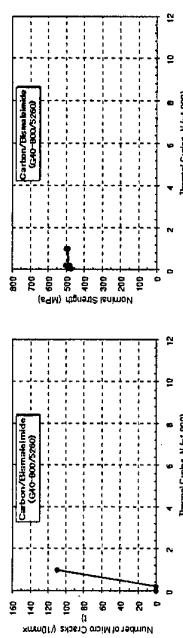


Fig. 11c: Open-hole compressive strength at room temperature before and after thermal cycles (G40-800/5260).

Fig. 10c: Number of microcracks initiated in the sectional area of 10mmxthickness as a function of thermal cycles (G40-800/5260).

Bearing Creep Behavior

- (1) Load vs. hole deformation in bearing tensile tests
- (2) Bearing tensile strength vs. temperature
- (3) Hole deformation vs. creep testing time
- (4) Hole deformation after 120 hours vs. load level

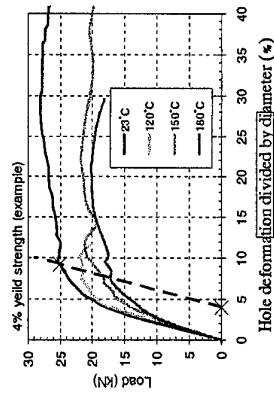


Fig. 13: Load versus hole deformation in bearing tensile tests.

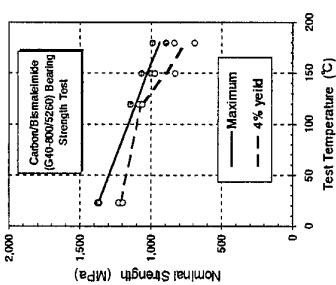


Fig. 14: Bearing tensile strength versus temperature.

21

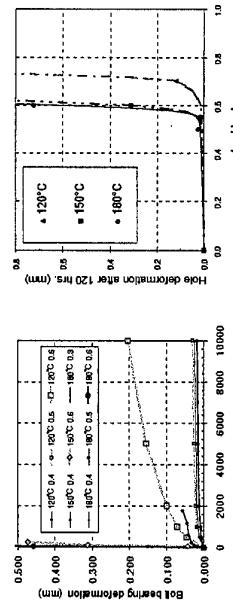


Fig. 15: Hole deformation versus testing time.

22

Fig. 16: Hole deformation after 120 hours versus load level.

23

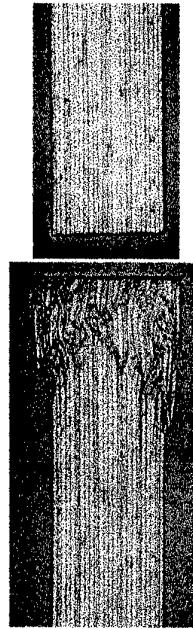
Table I: Load levels of bearing creep tests.

Temperature (°C)	Maximum load (kN)	4% yield load (kN)	Load (kN)
		x 0.3	x 0.4 x 0.5 x 0.6
23	28.0	24.8	
120	22.6	21.9	8.7 10.9 13.1
150	21.1	18.3	7.3 11.0
180	19.2	15.6	4.7 6.2 7.8 9.4

22

Fig. 17: Photomicrography of longitudinal cross sections at the hole edge in a bearing creep test.

24



Status of Project
on Advanced Composite Materials
for Transportation in Japan

Yasuhiro Yamaguchi*

Akira Sakamoto

Minoru Noda

*R&D Institute of Metals and Composites
for Future Industries*

Address : R&D Institute of Metals and Composites for Future Industries
3-25-2 Toranomon Minato-ku Tokyo 105-0001, Japan
Tel : +81-3-3459-6900
Fax : +81-3-3459-6911
E-mail : yamaguchi@rimcof.or.jp

Status of Project on Advanced Composite Materials for Transportation in Japan

Y.Yamaguchi , A.Sakamoto and M.Noda

R&D Institute of Metals and Composites for Future Industries (RIMCOF),
3-25-2, Minato-ku, Tokyo 105-0001, Japan

Abstract

The research and development project on advanced composite materials for transportation has been performed since September, 1998 as a 5-year project, being sponsored by the Ministry of International Trade and Industry. This project aims to develop innovative design and manufacturing technologies simultaneously cost reduction and reliability improvement of polymer matrix composite structures for transportation. This paper introduces briefly the purpose and contents, and current activities of the program.

Status of Project on Advanced Composite Materials for Transportations in Japan



Y.Yamaguchi A.Sakamoto,M.Noda,

R&D Institute of Metals and Composites for Future Industries (RIMCOF)

RIMCOF

Introduction

- To reduce fuel consumptions of transportation-vehicles ,
weight savings of their structures required
- Polymer-matrix-composites
the most promising materials to be applied for
- However their applications limited
because of high costs and poor design-basis

RIMCOF

Introduction

To develop

**low-cost manufacturing and innovative design technologies
for future transportation systems**

The 5 years/33M\$ R&D project on

**Advanced Composite Materials for Transportations
started in 1998 under MITI contract**

RIMCOF

Themes

1. Aerospace Transportation Systems

**Application Technologies of High-Temperature
Polymer Composites (ACDMT by JADC)**

2. Advanced High-Speed Train

**High-Productive Technologies of Large-Scale
Composite Structures (by TORAY)**

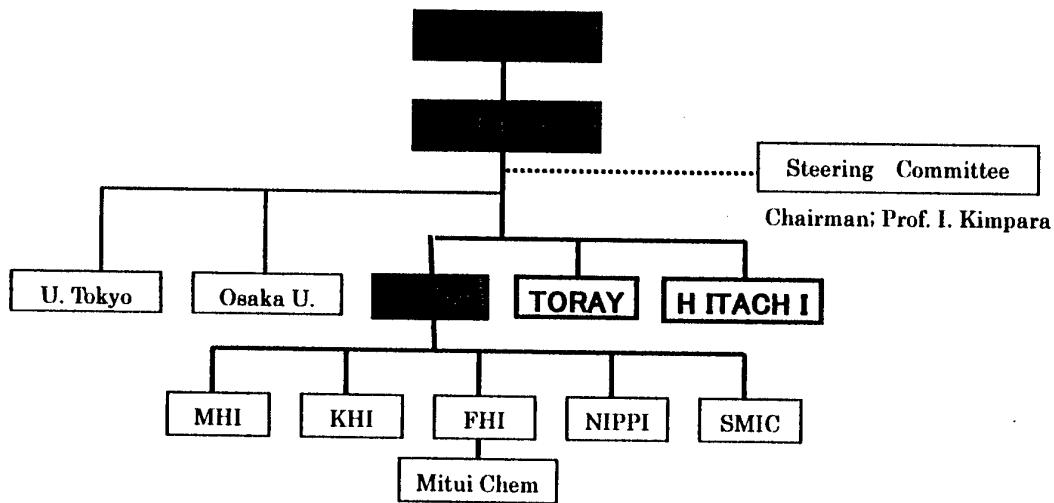
3. Joining Technologies and Improvements of Flame- Retardation of Polymer Composites (by HITACHI)

4. F.R. on Damage-Tolerant Design

(by U.T.&O.U.)

RIMCOF

Functional Organization



A.C.M.T. Program Schedule

		2 000	2001	2002
1. Application Technologies of H.T.- PMCs for Aerospace Systems (ACDMT by JADC)	Material Dev.			
	Low Cost Fabrication Technology	→		
	Design Technology	→		
		Prototype Structures	→	
2. High-Productive Fabrication of Large-Scale Structures for Advanced High-Speed Train (Toray)	Material Dev.			
	Fabrication Process	→		
		Evaluation	→	
			→	
3. Joining & Flame- Retardation Structures for Advanced High- Speed Train (Hitachi)	Joining Technology	→		
	Durability	→		
		Flame-Retardant Structures	→	
			→	
4. DT-Design (U.T.&O.U.)	Fundamental studies	→		
			→	

Aerospace Transportation Systems

Application Technologies of

High-Temperature Composites

A.C.D.M.T.(by JADC)

- (1) Material Development**
- (2) Low-cost Fabrication Technology**
- (3) Design Technology**
- (4) Prototype Structures**
- (5) Typical Results up to 1999**

RIMCOF

Advanced High-Speed Train

High-Productive Technologies of

Large-Scale Composite Structures

(by Toray)

- (1) Material Development**
- (2) Fabrication Process**
- (3) Evaluation**
- (4) Typical Results up to 1999**

RIMCOF

Advanced High-Speed Train Joining Technologies and Flame- Retardation of Composite Structures

(by Hitachi)

- (1) Joining Techniques**
- (2) Durability Characterization**
- (3) Flame-Retarded Structure**
- (4) Typical result up to 1999**

RJMCOF

Conclusion

Current Status of the National Project

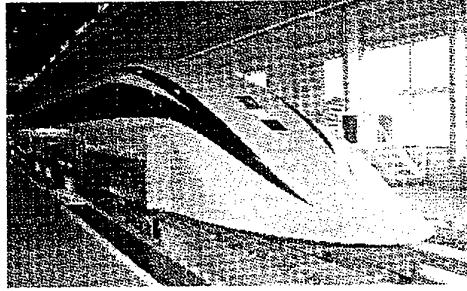
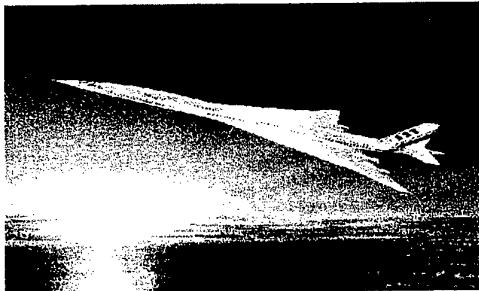
“A.C.M.T.”

- For Aerospace Transportation Systems,
Application Technologies of High-
Temperature Polymer Composite**
- For Advanced High-Speed Train,
High-Productive Fabrication,
Joining&Flame-Retardation Technologies**

RJMCOF

CDW '00

Status of Project on Advanced Composite Materials for Transportations in Japan



Y.Yamaguchi, A.Sakamoto, M.Noda,

R&D Institute of Metals and Composites for Future Industries (RIMCOF)

RIMCOF

Outline

- 1. Introduction**
- 2. Themes and Organization**
- 3. For future Aerospace Transportation Systems**
High-Temperature Polymer Composites
- 4. For Advanced High-Speed Train**
 - (1) High-Productive Technologies of**
Large-Scale Composite Structures
 - (2) Joining Technologies and Flame-Retardation of**
Composite Structures
- 5. Conclusion**

RIMCOF

Introduction

- To reduce fuel consumptions of transportation-vehicles ,
weight savings of their structures required
- Polymer-matrix-composites
the most promising materials to be applied for
- However their applications limited
because of high costs and poor design-basis

RIMCOF

Introduction

**To develop
low-cost manufacturing and innovative design technologies
for future transportation systems**

**The 5 years/33M\$ R&D project on
Advanced Composite Materials for Transportations
started in 1998 under MITI contract**

RIMCOF

Themes

1. Aerospace Transportation Systems

Application Technologies of High-Temperature
Polymer Composites (ACDMT by JADC)

2. Advanced High-Speed Train

High-Productive Technologies of Large-Scale
Composite Structures (by TORAY)

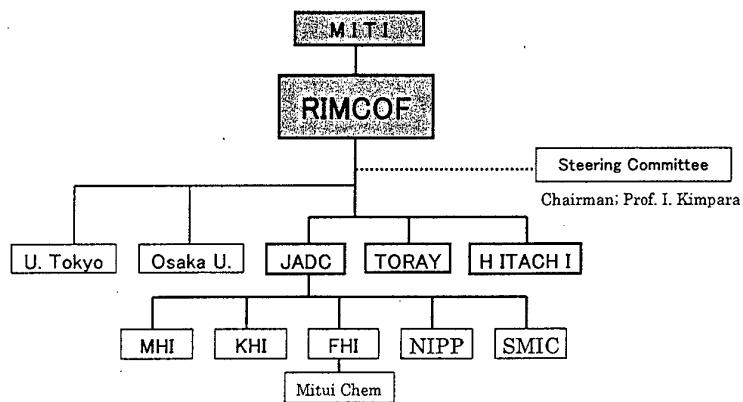
3. Joining Technologies and Improvements of Flame- Retardation of Polymer Composites (by HITACHI)

4. F.R. on Damage-Tolerant Design

(by U.T.&O.U.)

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Functional Organization



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A.C.M.T. Program Schedule

FY	1998	1999	2000	2001	2002
1. Application Technologies of H.T.- PMCs for Aerospace Systems (ACDMT by JADC)		Material Dev.			
		Low Cost Fabrication Technology			
		Design Technology			
			Prototype Structures		
2. High-Productive Fabrication of Large-Scale Structures for Advanced High-Speed Train (Toray)		Material Dev.			
			Fabrication Process		
				Evaluation	
3. Joining & Flame- Retardation Structures for Advanced High- Speed Train (Hitachi)		Joining Technology			
			Durability		
				Flame-Retardant Structures	
4. DT-Design (U.T.&O.U.)		Fundamental studies			

Aerospace Transportation Systems

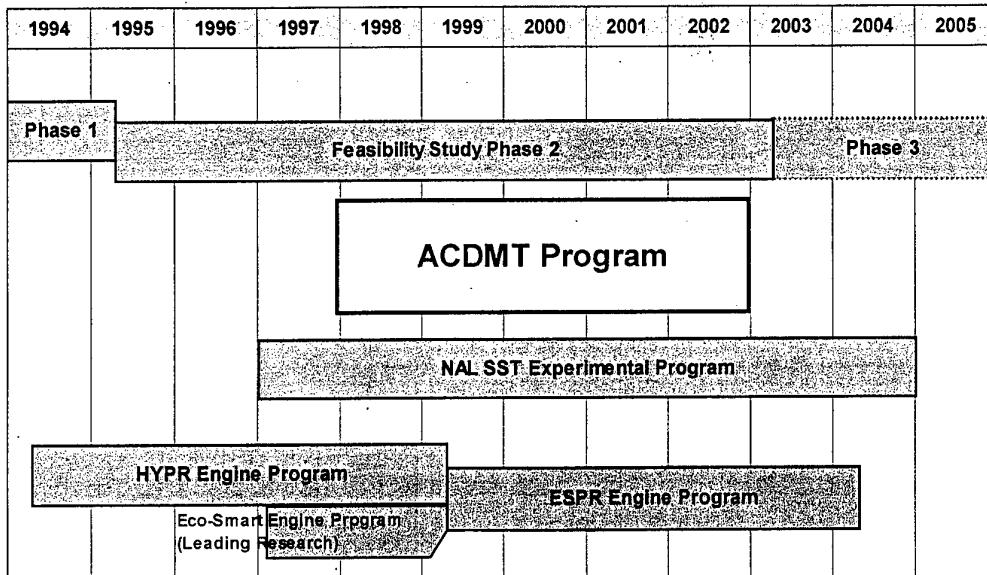
Application Technologies of High-Temperature Composites

A.C.D.M.T.(by JADC)

- (1) Material Development**
- (2) Low-cost Fabrication Technology**
- (3) Design Technology**
- (4) Prototype Structures**
- (5) Typical Results up to 1999**

Japanese Supersonic Research Program

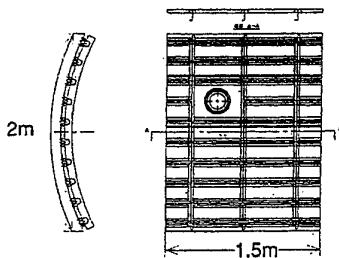
Program Schedule



ACDMT Program Overview

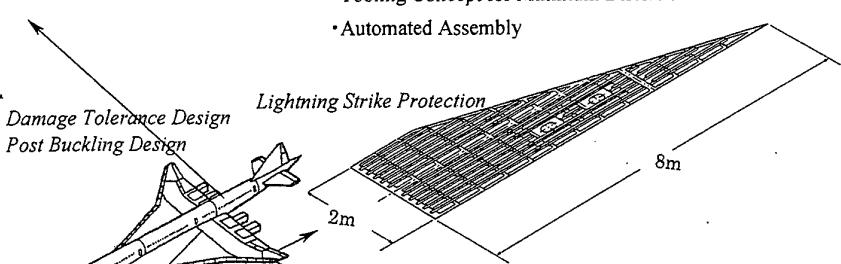
Aft Fuselage Panel (MHI)

- PETI-5 (Thermoset Polyimide)
- Automated Fiber/Tow Placement



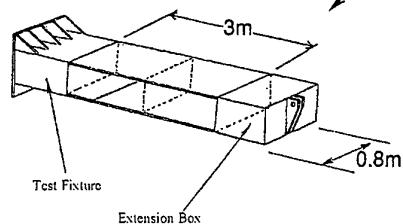
Outboard Wing Cover Panel (KHI)

- 5260 (Bismaleimide)
- Automated Fiber/Tow Placement
- Tooling Concept for Minimum Distortion
- Automated Assembly



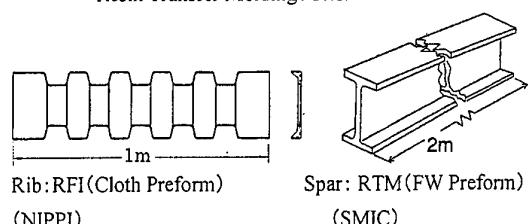
Inboard Wing Box (FHI)

- PIXA Family (Thermoplastic Polyimide)
- Automated Fiber/Tow Placement



Outboard Wing Spar/Rib

- 5250-4-RTM (Bismaleimide)
- Resin Transfer Molding / Resin Film Infusion



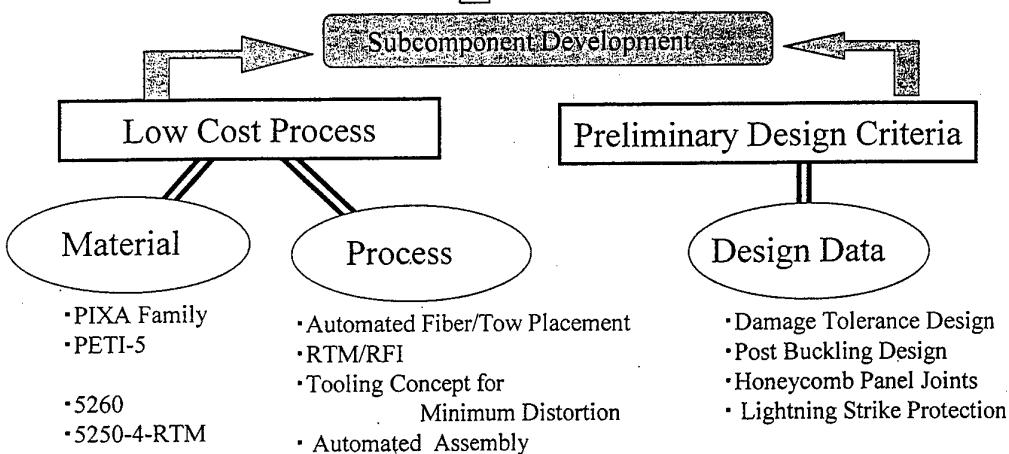
ACDMT Program Logic

(Advanced Composite Design and Manufacturing Technology)

Affordable High Temperature Composite Technology Basis

for 1) 20 percent Process Cost Reduction* and
2) 30 percent Weigh Reduction**

* 1998 High Temperature Composite Technology Base
** 1970 Concord Aluminum Structure Base



Material Development

- Thermoplastic Polyimide
IM600/PIXA
- Thermosetting Polyimide
MR50K/PETI-5

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Low-Cost Fabrication Technology

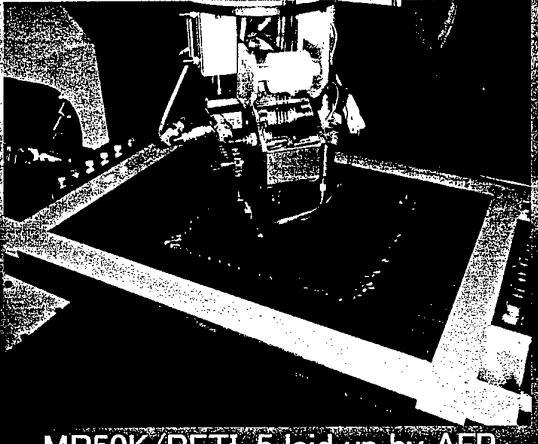
- Tow-Place/Direct Consolidation
IM600/PIXA T.P.Polyimide
- Fiber/Tow Placement
MR50K/PETI-5 Polyimide
IM600/5260 BMI
- RTM/RFI
IM600/5250-4 BMI

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MITSUBISHI HEAVY INDUSTRIES LTD.

Low cost manufacturing

PETI-5 composites by Automated fiber placement (AFP)



MR50K/PETI-5 laid up by AFP

ILSS (MPa)

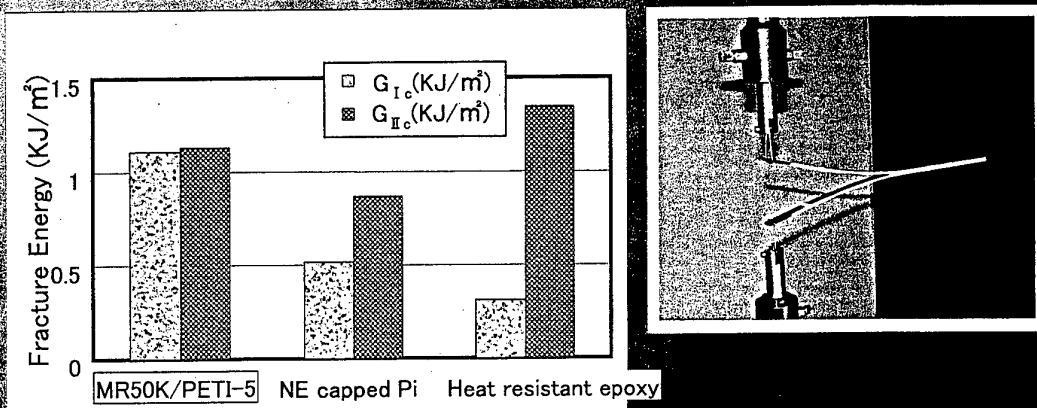
Process	ILSS (MPa)
AFP	~100
Hand laid up.	~90

Evaluation of microscopy and ILSS

Inter laminar shear strength(ILSS) was nearly equal compared with hand laid composites.

PETI-5 composite's merit

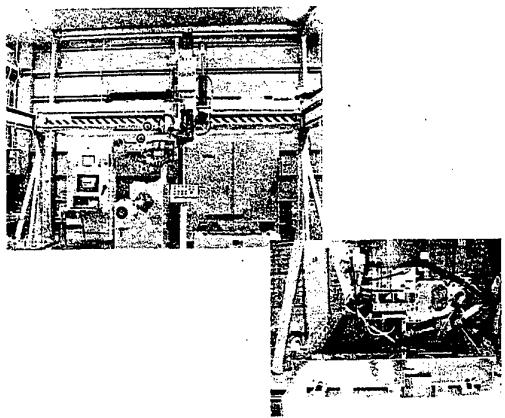
PETI-5 composites mechanical properties



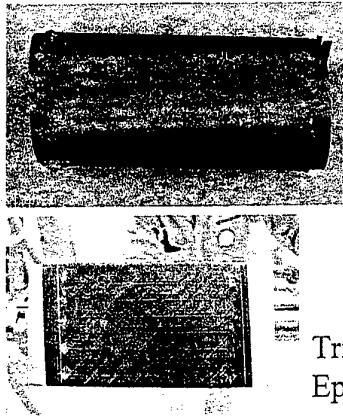
Fracture energy of UD composites

MR50K/PETI-5 has excellent toughness

Automated Fiber/Tow Placement



Typical Machine Introduced

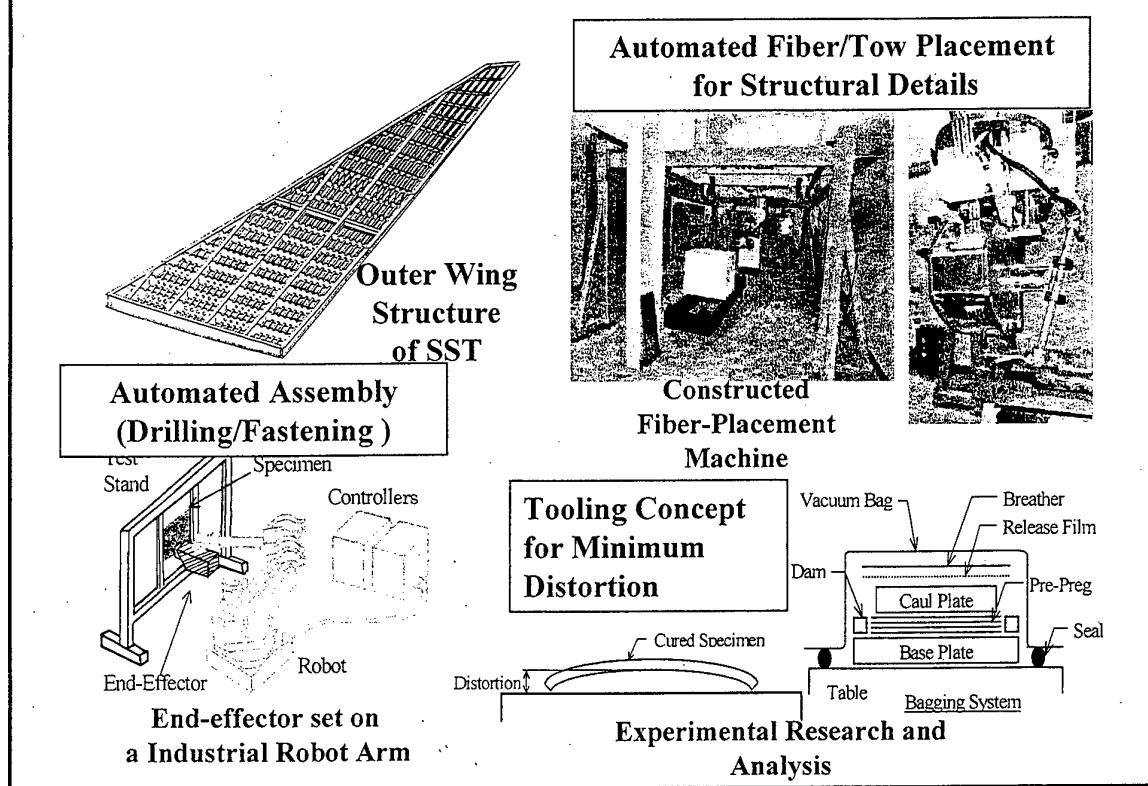


Cylinder of
IM600/PIXAM

Triangle Pole of
Epoxy Composite

Typical Trial Products

Low Cost Approach for Composite Wing Structure

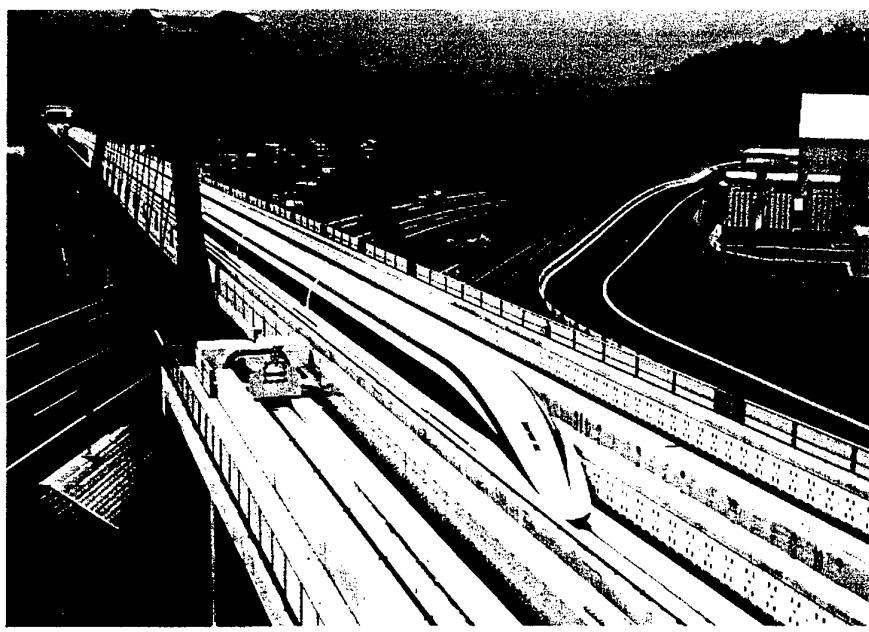


Advanced High-Speed Train High-Productive Technologies of Large-Scale Composite Structures

(by Toray)

- (1) Material Development**
- (2) Fabrication Process**
- (3) Evaluation**
- (4) Typical Results up to 1999**

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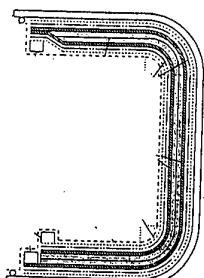
Linear Motor Car Systems in Yamanashi Test Course (Max. Speed 550km/h)

High-Productive Technologies of Large-Scale Composite Structures

High-Speed Fabrication

V-RTM

High-Speed Resin Transfer-Impregnation
[XYwise → Zwise]



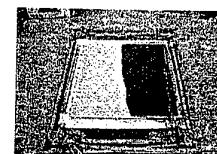
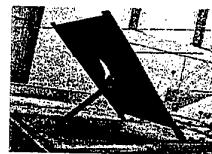
Advanced Matrix-Resin

[Property]

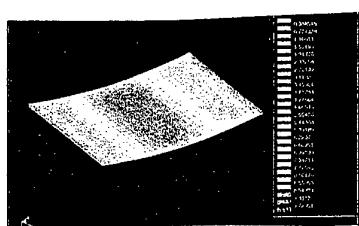
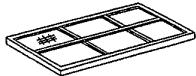
- High-Modulus
- Non-Flammable

[Processability]

- Cure-Controllable
- High-Flow



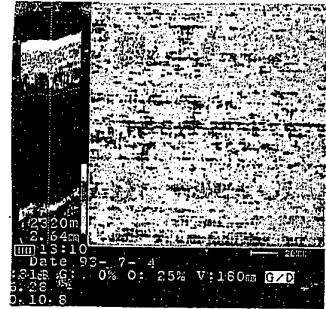
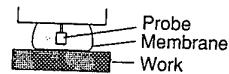
Design & Analysis



Inspection & Evaluation

Features

- Ultrasound
- Work Not in Water
- High Speed & Large Area Scanning



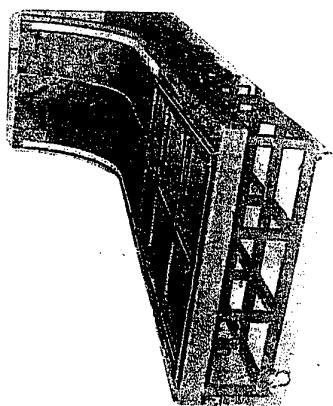
Research on matrix resins for large-scale VARTM

1. Requirements

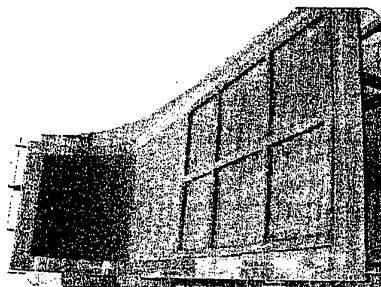
- (1) Fire safe properties (Ignition time, Heat Release Rate, Smoke density)
- (2) Fabrication friendly properties (Viscosity, Void free, Curing conditions)
- (3) Mechanical properties (Elastic modulus, Toughness, Void free)

	Mechanical property	Fabrication friendly property			Less-flammability	Total point
	Elastic modulus(MPa)	Weight decrease during cure	Viscosity (@ R.T.)	Reactivity (<100°C)	Material combustion test for railroad (JAPAN)	
Epoxy resin	3.4	0.0	○	○	×	×
Phenolic resin	3.3	25.4	○	○	○	○
Benzoxazine resin	5.4	7.7	×	△	△	×
Cyanate ester resin	3.0	○	○	△	○	○
Bismaleimide resin	4.1	4.5	×	×	○	×

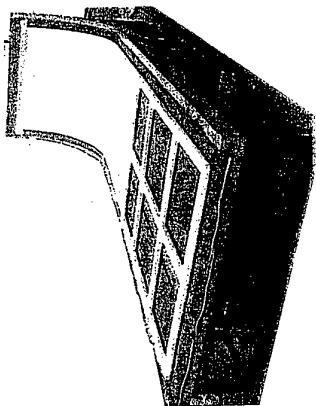
→ Candidates : Phenolic resin & Cyanate ester resin



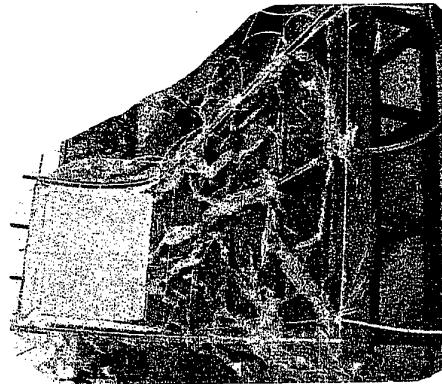
Fiber-Preform



After Cure

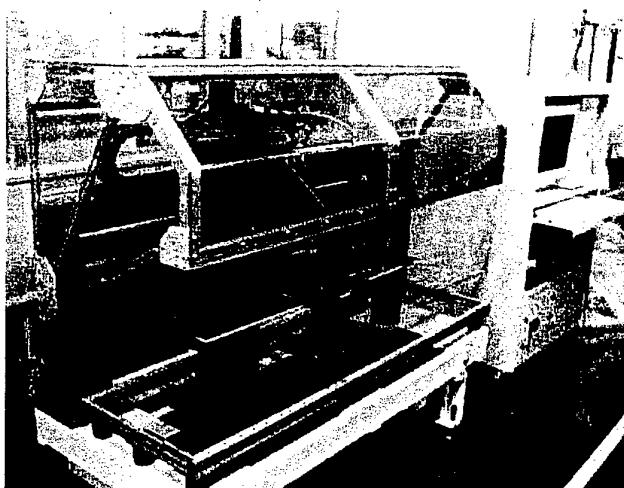


Foam-Core



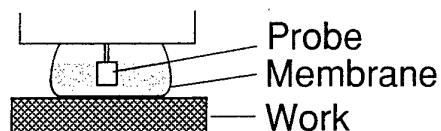
Resin Transfer

NDT for Large Scale Composite Structures



Features

- Ultrasound
- Work Not in Water
- High Speed & Large Area Scanning



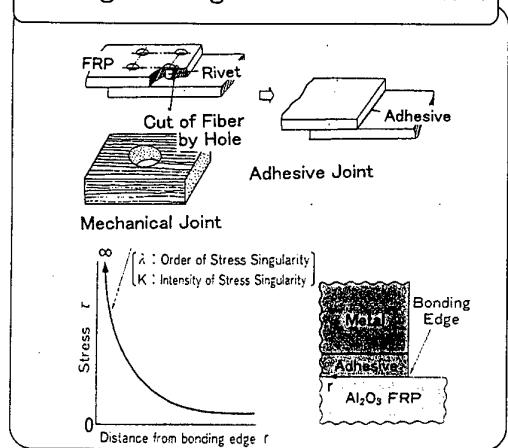
Advanced High-Speed Train Joining Technologies and Flame-Retardation of Composite Structures

(by Hitachi)

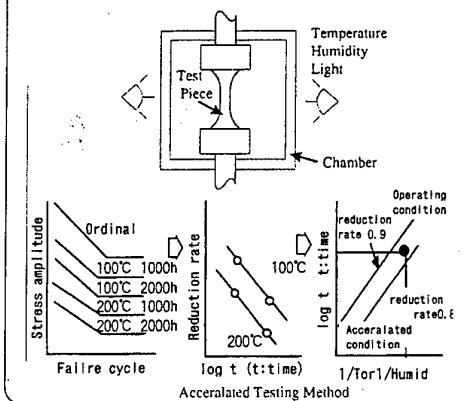
- (1) Joining Techniques**
- (2) Durability Characterization**
- (3) Flame-Retarded Structure**
- (4) Typical result up to 1999**

Application Technology of FRP on High Speed Train Car Body

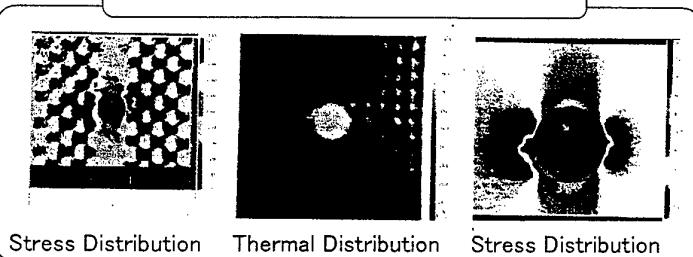
Strength Design of Joint Structure



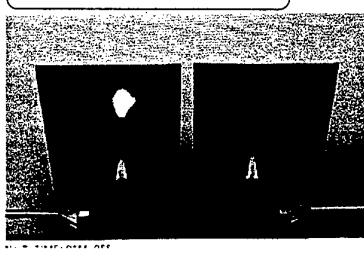
Environmental Strength Reduction



Fault-Damage Evaluation Method

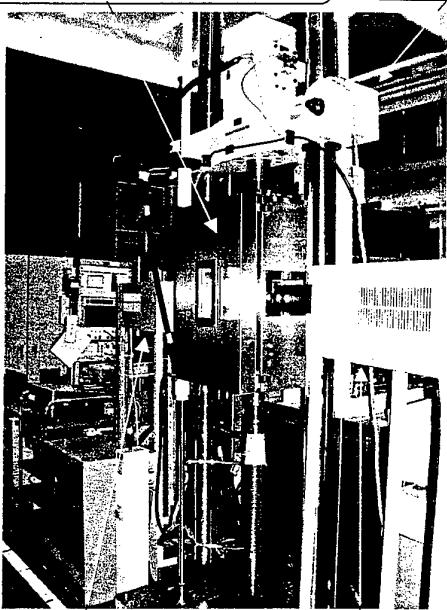


Nonflammable FRP



Evaluation Method for Environmental Degradation of FRP (Temperature, Humidity, Light)

Furnace Controlling temperature and humidity



Light No. 1

Fatigue test machine

Tab. Specification

Size (mm)	400 × 600 × 350
Temparature	-60 ~ 300°C
Humidy	20% ~ 95%
Light	250KLx × 2

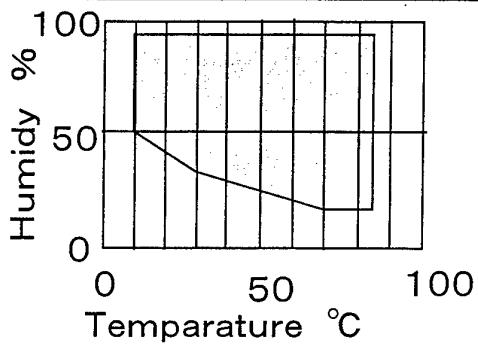
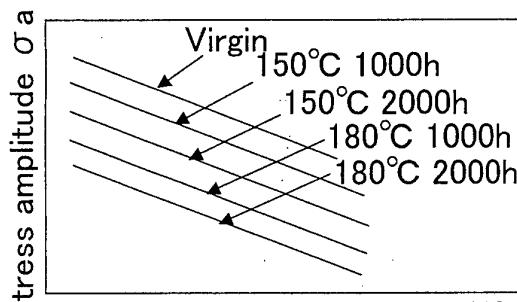


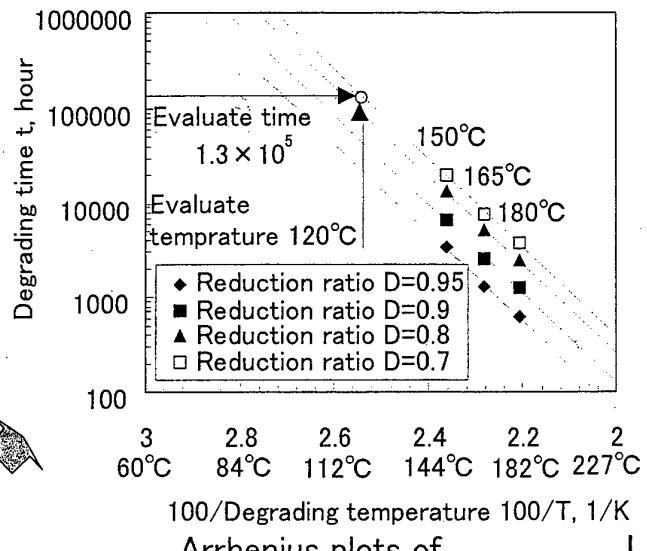
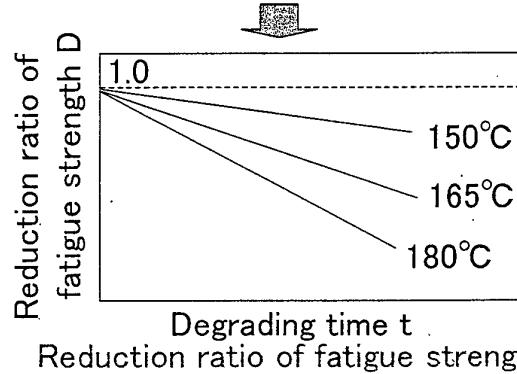
Fig. Control range of humidy

Furnace controlling environment

Evaluation Method of Thermal Degradation



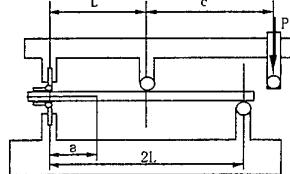
Fatigue strength
after thermal degradation



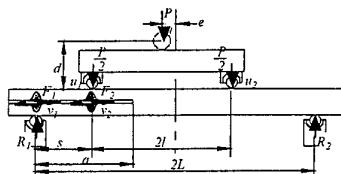
Approach

Mode I Experimental

DCB Test (ISO/DIS 15024)

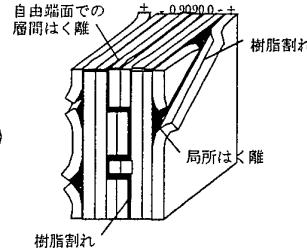


Mixed Mode MMB Test

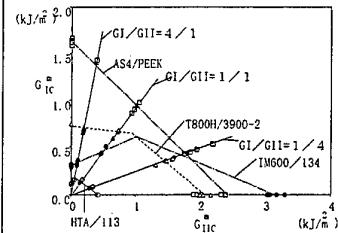


Mode II 4 ENF Test

Modeling

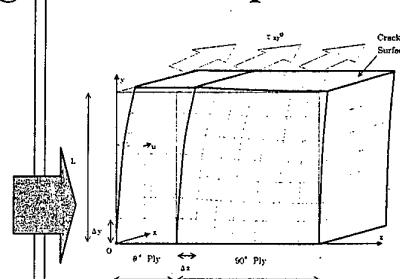


Damage Model

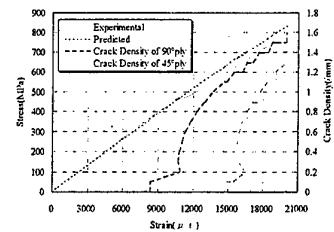


Mixed Mode Criterion

Computational



Numerical Method



Damage Tolerant Design

Conclusion

Current Status of the National Project

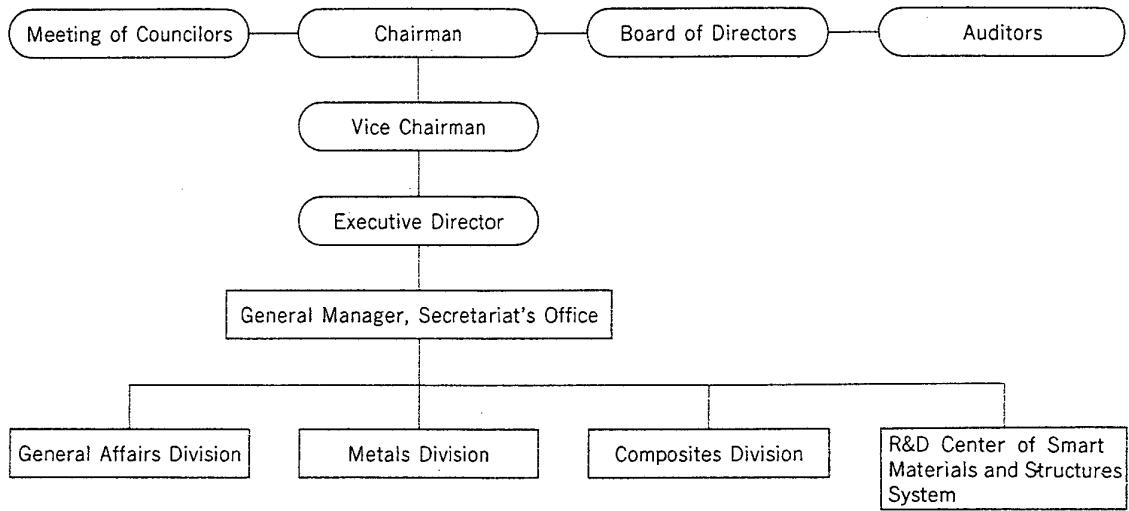
“A.C.M.T.”

- For Aerospace Transportation Systems,
Application Technologies of High-
Temperature Polymer Composite**
- For Advanced High-Speed Train,
High-Productive Fabrication,
Joining&Flame-Retardation Technologies**

RIMCOF

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Organization



Assets, accounts and amount of operations

RIMCOF is an incorporated foundation and its constitutional assets amount to ¥71,750,000 as of April 1999. RIMCOF's major operations are from commissioned research and development projects, based on the Scientific Technology Development for Industries that Creates New Industries planned by AIST. Including other operations, RIMCOF's total operations amount to ¥2.8 billion (fiscal year 1999).

Major operations (Fiscal 1999)

1. New Energy and Industrial Technology Development Organization(NEDO)
 - (1) Super Metal Technology(Technology for creating nanostructured bulky materials and amorphous bulky materials)
 - (2) Smart Materials and Structural Systems
 - (3) Ultra-low Core Loss Materials for Pole-Mounted Transformers
2. Ministry of International Trade and Industry(MITI)
 - (1) Advanced Composite Materials for Transportation System
 - (2) Materials Database of High Temperature Structural Composite Materials
3. Japan Standards Association(JSA)
Evaluation Methodology for Long Term Durability of High Temperature Composite Materials
4. The Japan Machinery Federation
Joining Technologies of Advanced Composite Materials for Aerospace Systems

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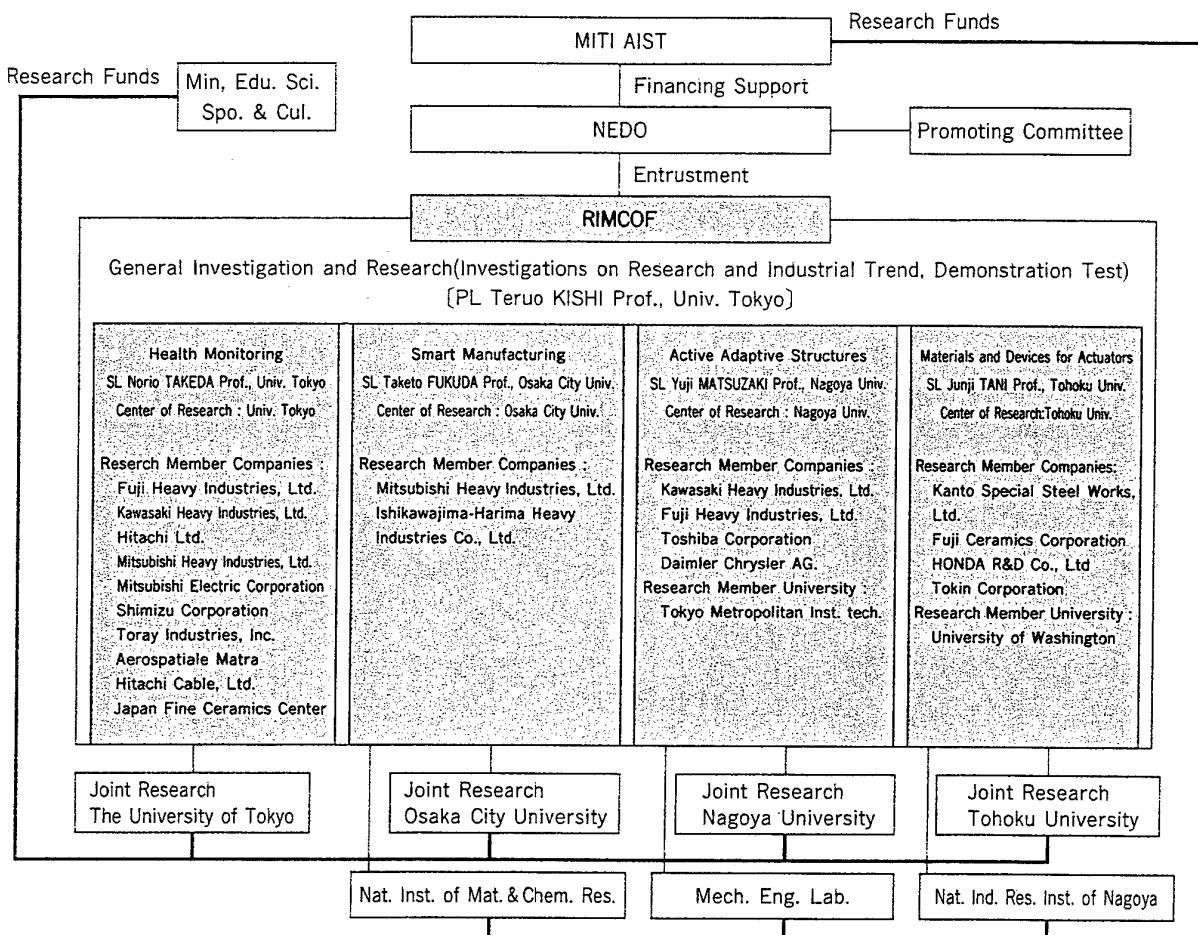
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Smart Materials and Structural Systems

Organization of R&D

Our Institute has been earnestly carrying this project proposed during 5 years from April 1998 to March 2004 as the first theme for the "Academic Institutions Centered Program" under the "Industrial Science and Technology Frontier Program" enacted in 1998. It stands on the basic knowledge and the ideas rich in originality of the universities to create innovative technologies and develop new advanced fields for industry. The implementing organization has been established to form the network linking universities, private enterprises and national research institutes, as shown below.

Corresponding to this, RIMCOF has installed "R&D Center of Smart Materials and Structural System" to manage the project as a whole for promoting tight collaboration of the related agencies and members.



Organizational System for Smart Materials and Structural Systems Project.

Necessity for R&D

Composites provide a number of potentials and degrees of freedom for materials design aiming at high strength, creation of new functions and their various combinations and so on. Smart Materials and Structural Systems, whose mother structures consist of composites, indicate exactly the direction of development of materials engineering for the future, as it represents a big change in function from only "support" up to "act", which will open an innovative materials application technology by integrating structural, functional and information properties as a whole. Such a new paradigm of technology will contribute much to human and society through the creation of new industries related to human frontier to space, high-speed transportation, earthquake-resistant and disaster-preventing construction, etc.

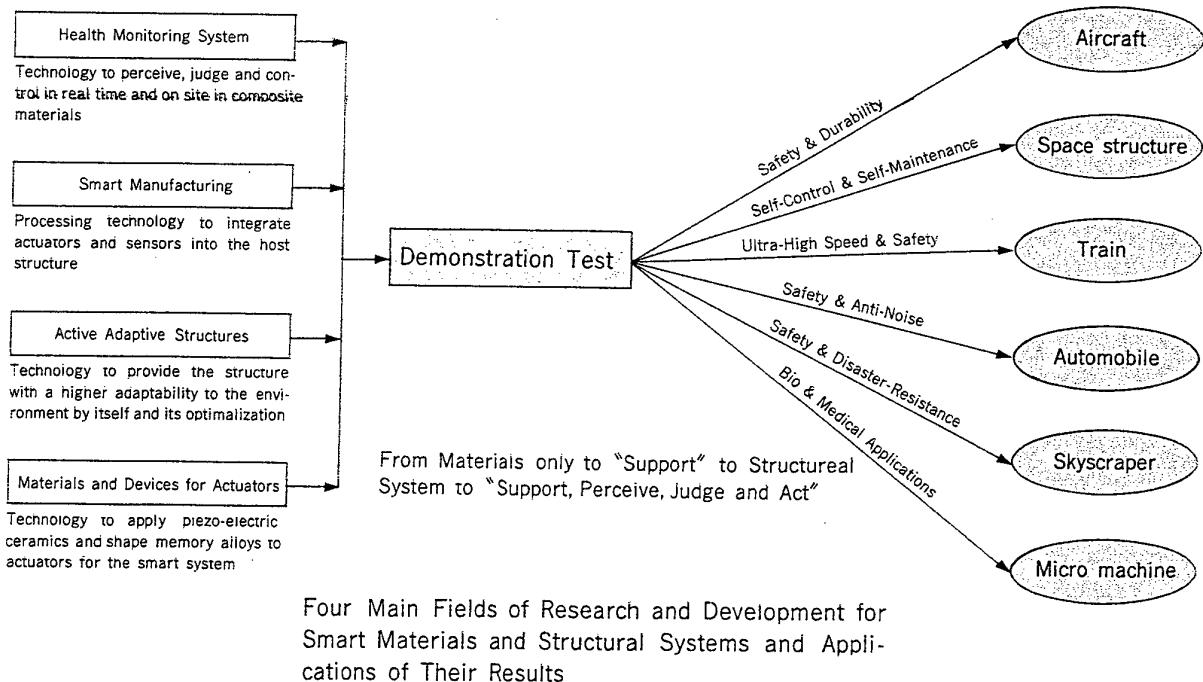
Target of R&D

- The project intends to develop basic technologies of advanced materials and structure systems with smart and intellectual functions by integrating structural materials (likened to bone), sensor materials and devices (nerve) in the form of fiber, foil and film, actuator materials and devices (muscle), and the data processing and control ability (brain).
- To attain this objective, the research centers of university carry out researches concerning four elemental fields of technology such as health monitoring, smart manufacturing, active adaptive construction, and actuator materials and devices. On the basis of R&D results, demonstration experiments will be performed to verify the possibility of industrial application and commercialization.

Expected Effects of R&D

The project will bring us a drastic change of paradigm in materials utilization from only "material structure support" to a "positive comprehensive materials system", that is, a system to "support, perceive, judge and act".

It is expected to provide diverse and extensive contributions, as shown below in such industrial areas as aircraft, space, high speed trains, automobiles, highways, energy-saving process. It also realizes the higher quality of life by developing a new frontier of human activity, architecture and construction technologies with disaster-preventing capability, fail-safe applications of technology, as well as extended applications to the medical treatment and the environmental problems.



3. ヘルスモニタリング技術の研究開発

Research and Development Structural Health Monitoring Technology

軽量複合材料を中心とする構造システムの安全性・信頼性を確保し、設計・製造からメインテナンス・修理までのライフサイクルコストを低減するために構造システムの構造健全性、耐久性を評価し、かつ保証する方法の確立が求められています。

本研究は、構造システムのリアルタイム自己検知・診断、および損傷制御を行うヘルスモニタリングシステムを開発することを目的とし、次の3つの主なテーマを設定しています。

1) 高性能センサシステム技術の開発

2) 構造健全性自己診断・損傷制御システム技術の開発

3) モデル構造、部分実構造への適用化技術の開発

センサ技術としては、細径光ファイバセンサの開発、形状記憶合金箔埋込みによる損傷抑制技術の開発、電気伝導性最大歪み記憶スマートパッチの開発などを行い、航空機、人工衛星、高速車両、高層建物などへの応用展開を目指します。

The structural health monitoring group is aiming to develop a health monitoring system which allows a real-time damage detection and self-diagnosis as well as control in lightweight composite structures. Such a system is expected to reduce life-cycle costs ranging from design and fabrication to maintenance and repair. The main research themes are:

- 1) Development of high-performance sensor system technology
- 2) Development of self-detection and diagnosis system technology for structural integrity
- 3) Development of application technology for a model and actual mechanical structures.

The following technologies are being developed : small diameter optical fiber sensors, composite laminates which can suppress damage by embedding shape-memory alloy films, and maximum strain "smart patches" which memorize the electrical conductivity in a composite.

Such technologies will be applicable to such fields as aircraft, satellites, high-speed trains and large-scale civil infrastructure.

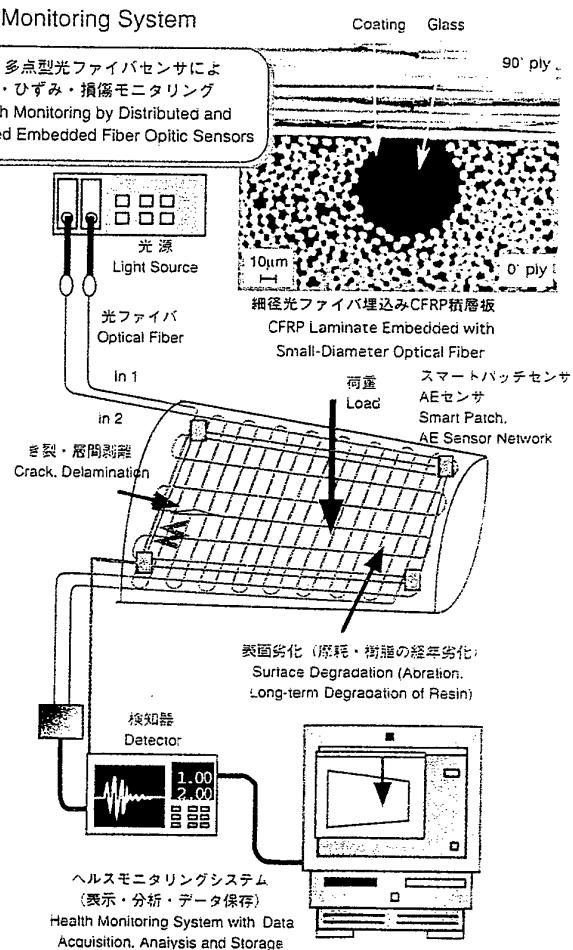
ヘルスモニタリングシステムの研究開発 R&D in Structural Health Monitoring System

研究開発目標 Objective of R&D

- (1) 高性能センサシステム技術の開発
Development of high-performance sensor system technology
- (2) 構造健全性自己診断・損傷制御システム技術の開発
Development of damage detection and self-diagnosis system based on micro-mechanical damage identification
- (3) モデル構造、部分実構造への適用化技術の開発
Development of application technology for model structures

新規開発技術 R&D Under Development

- 損傷許容設計のための複合材料微視的損傷検出技術の開発
In-situ Detection of Microscopic Damage in Composite Laminates for Damage Tolerance Design
- 細径光ファイバセンサの開発と広温度範囲コーティング技術開発
Development of Small-Diameter Fiber Optic Sensors and High-Performance Coating
- 複合材料埋込み光ファイバセンサによる衝撃損傷パラメータ同定技術の確立
Impact Damage Detection Using Embedded Fiber Optic Sensors in Composite Laminates
- 分布型BOTDRセンサ、プラグ式光ファイバセンサひずみ測定統合システムの開発
Strain Measurement System Using Distributed BOTDR Sensors and Multiplexed FBG Sensors
- 人工衛星損傷許容設計のための光ファイバセンサによる至・損傷ヘルスモニタリング
Strain and Damage Monitoring by Fiber Optic Sensors for Damage-Tolerant Satellite Structures
- 高層建築物常時ヘルスモニタリングセンサシステムの開発
On-site Monitoring System for High-Story Building Structures
- 光透過・光反射型センサシステムによる半透明複合材のヘルスモニタリング
Health Monitoring of Semi-Transparent Composites Using Light Transmission and Reflection
- 統合定量化アコースティックエミッションセンサによる複合材料構造健全性の制御技術の確立
Integrated Acoustic Emission Sensor Network for Structural Integrity of Composite Structures
- 形状記憶箔・線を用いた損傷自己感知・制御型複合材料システムの開発
Damage Detection and Suppression Using Embedded SMA Films in Composite Laminates
- 炭素繊維破断型スマートパッチの開発と定量化技術
Development of Smart Hybrid Patch Sensors Using Carbon Fibers
- 複合材料母構造への導電性付与による損傷・破壊検知材料の研究開発
Damage Detection Using Electrically-Conductive Matrix in Composites



Recent Advances in Pitch-Based Carbon Fibers and Their Composites

Yoshio Sohda*

Tetsuji Watanabe

Nippon Mitsubishi Oil Corporation

Address : Central Technical Research Laboratory
Nippon Mitsubishi Oil Corporation
8 Chidori-cho Naka-ku Yokohama Kanagawa 231-0815, Japan
Tel : +81-45-625-7240
Fax : +81-45-625-7275
E-mail : yoshio.sohda@nmoc.co.jp

“Recent Advances in Pitch-based Carbon Fibers and Their Composites”

Yoshio Sohda and Tetsuji Watanabe

Central Technical Research Laboratory

Nippon Mitsubishi Oil Corporation

8, Chidori-cho, Naka-ku, Yokohama

231-0815, Japan

yoshio.sohda@nmoc.co.jp

Pitch-based carbon fiber covers a wide range of Young's moduli. High thermal conductivity fibers and high impact resistance carbon fibers have been developed by the Nippon Graphite Fiber Corporation (NGF, <http://plaza6.mbn.or.jp/~NGF/>) from mesophase pitch and from isotropic pitch. The properties of these fibers and their composites are discussed.

1. High thermal conductivity fibers from mesophase pitch [1], [2], and [3]

The pitch-based carbon fibers show higher Young's modulus and higher thermal conductivity than PAN-based carbon fibers due to their highly developed graphite structures. This is the reason pitch-based carbon fibers are suitable for space applications, which require high stiffness, light weight and high thermal conductivity. It is also important that these high modulus/high thermal conductivity fibers have excellent handleability and excellent cost performance for making fabric for an expanding range of practical applications. The developed fibers, Granoc YS-90A and YS-95A have thermal conductivity of 500 and 600 W/m·K, a tensile modulus of 880 and 920 GPa, a diameter of 7 microns and good handleability. The handleability of the developed carbon fibers was evaluated by the clip test to reveal that fibers can be applied to thin spread fabric for satellite parts.

The mechanical properties of CFRP using 4-harness satin fabric and unidirectional prepreg were measured, and both laminates presented almost the same values, which were about 90% of the rule of mixture. The thermal conductivity in-plane direction of both laminates corresponded to the calculated values of the fiber performance. In regard to out-of-plane direction, the thermal conductivity of the 1-ply fabric laminates was higher than that of the 2-ply 0°/90° unidirectional laminates for all fiber volume fractions.

As a result, it was found that the developed fibers were quite suitable for high thermal application fields.

2. High impact resistance carbon fibers from isotropic pitch [4], [5], and [6]

The developed fiber, Granoc XN-05 has a Young's modulus of 55 GPa, and a compressive strain of 1.8 % which is higher than that of PAN-based carbon fiber. The mechanical properties of CFRP reinforced with XN-05 have been studied, and these fibers allows much more deformation against compressive stress.

CFRP with the toughened epoxy resin system has been used in the aircraft field, and the resin system helps improve the impact properties. However, in case of CFRP made with carbon fiber with a high compressive strain, it is expected that the carbon fiber itself helps improve the impact properties.

By applying a thin layer of this fiber on the surface of PAN-based carbon fiber laminates, the energy absorption of the hybrid laminates in the impact test was largely increased. The static flexural properties of these laminates were evaluated in the three point bending mode. Then, the impact resistance was evaluated with drop impact test in 3 point bending. The hybrid laminates showed excellent impact resistance under the velocity of up to 20 m/s. It was found that XN-05 prevented the compressive fracture of the PAN-based carbon fiber.

Finally the impact test in ballistic mode were carried out. QI laminates were tested in CAI (Compression after impact) by Dr. Ishikawa at National Aerospace Laboratory, and 0°/90° laminates were evaluated in ultra high-speed impact tests(600-1300m/s) using steel impactor of 2mm diameter by Dr. Tanabe at Tokyo Institute of Technology. XN-05 helps decrease the damage area of CFRP in these impact tests.

In conclusion, it is expected that the XN-05 should contribute to the improvement of the impact properties of CFRP with PAN-CF by preventing the compressive fracture. Therefore, the high impact resistance carbon fiber has the potential to be used in industrial fields in addition to sporting goods.

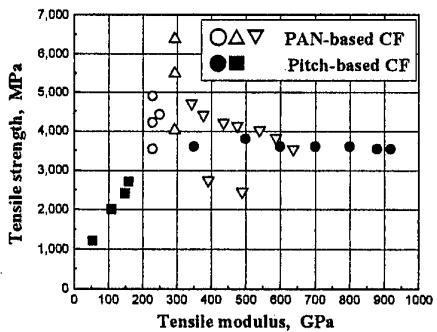
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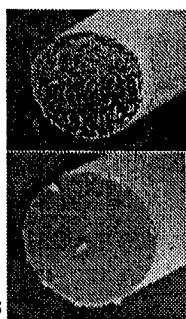
Recent Advances in Pitch-based Carbon Fibers and Their Composites

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 Central Technical Research Laboratory
 Nippon Mitsubishi Oil Corporation

COMPOSITES DURABILITY WORKSHOP 2000
 CDW'00
 August 22-23, 2000
 Tokyo Office, Kanazawa Institute of Technology



High thermal conductivity fibers from mesophase pitch



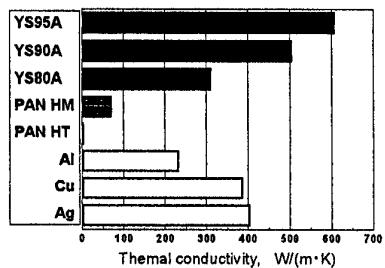
Granoc YS-90
 Granoc YS-95

High impact resistance carbon fibers from isotropic pitch

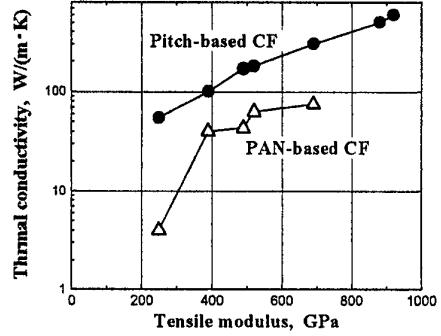
Granoc XN-05



Nippon Graphite Fiber Corp.



Thermal conductivity, $\text{W}/(\text{m} \cdot \text{K})$

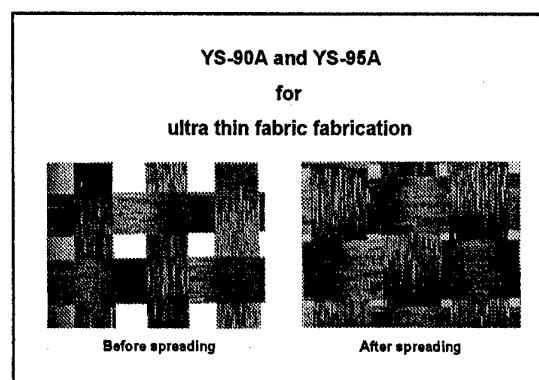
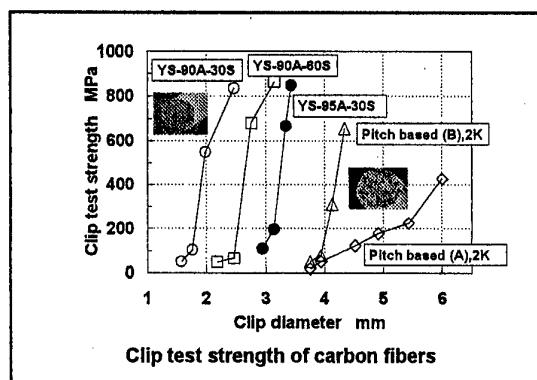
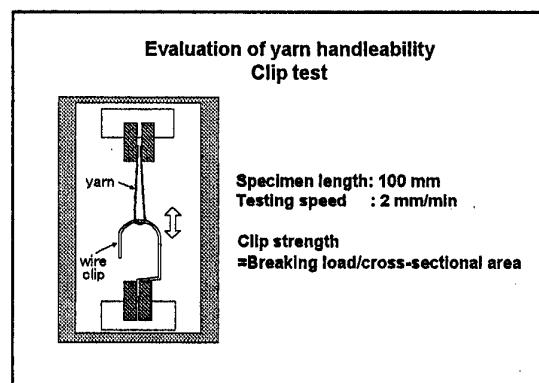
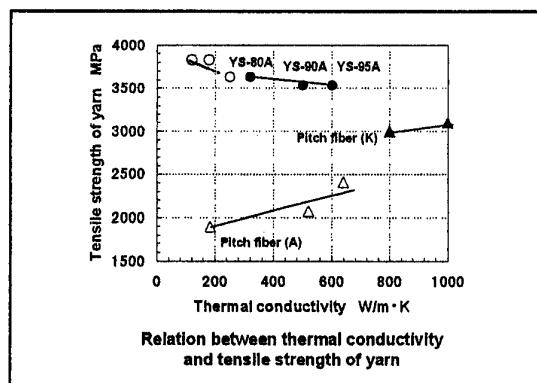


YS-90A T.C. = 500 W/m·K
 YS-95A T.C. = 600 W/m·K

7 μm diameter

Conventional fiber

10 μm diameter



Mechanical properties of CFRP using YS-90A-30S

	UD-laminates	0°/90° laminates	Spread fabric laminates
Tensile strength MPa	2040	850	870
modulus GPa	540	280	300

Flexural strength MPa

	UD-laminates	0°/90° laminates	Spread fabric laminates
modulus GPa	670	430	430

Fabric: SF(4HS) -YS90A-200 (AFW: 200 g/m²)

Thermal conductivity of CFRP using YS-90A-30S in plane direction

Prepreg	Specification	CFRP (Vf: 60%)		T.C. of CF (calculated) W/m · K
		X dir. W/m · K	Y dir. W/m · K	
UD-P.P.	0°/90°: 16 ply	151	145	504 (X dir.) 483 (Y dir.)
Spread Fabric -P.P.	13 ply	145	154	484 (X dir.) 514 (Y dir.)

YS-90A: 500 W/m·K

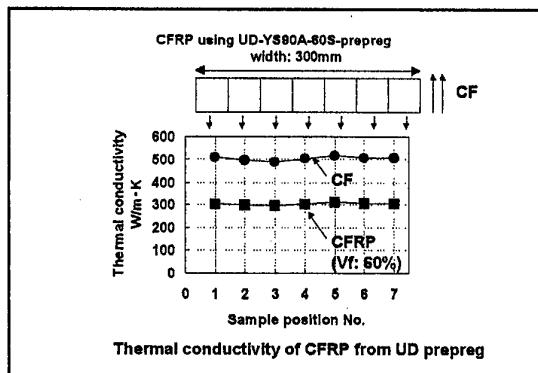
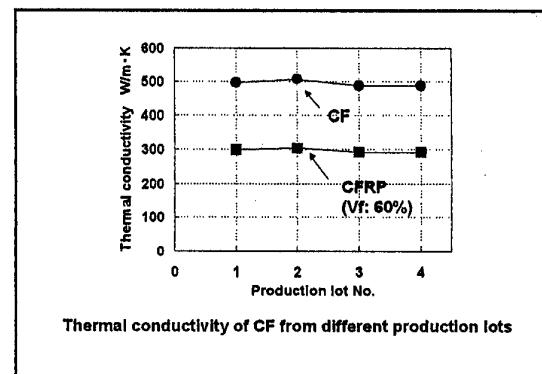
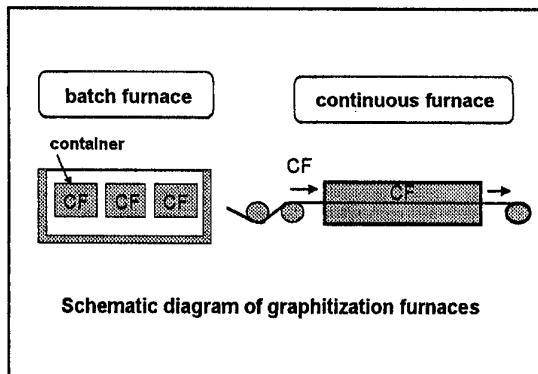
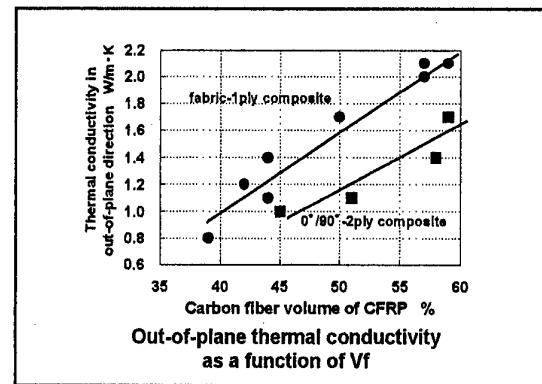
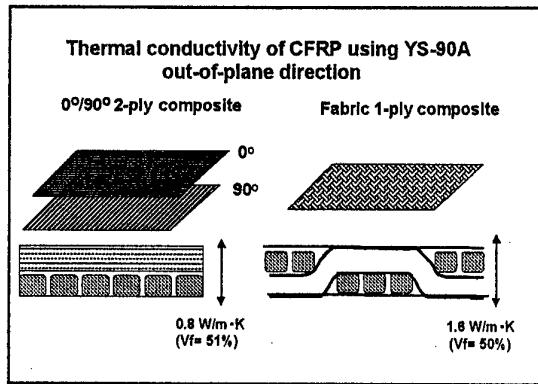
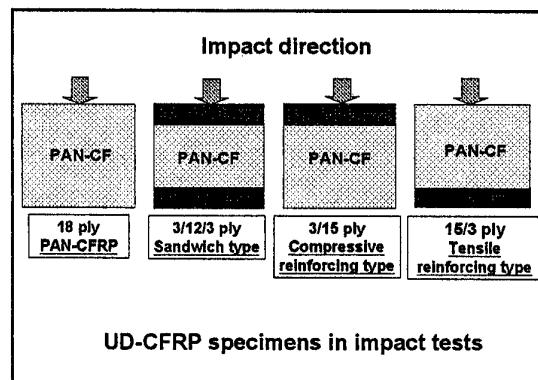
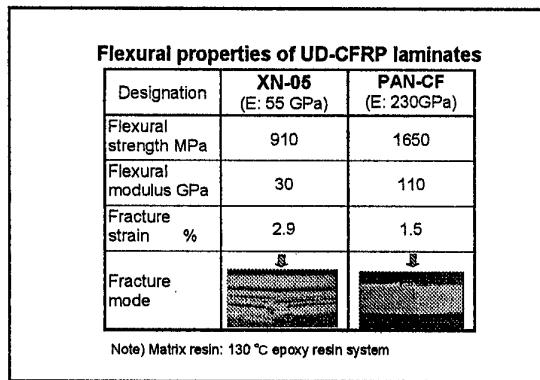
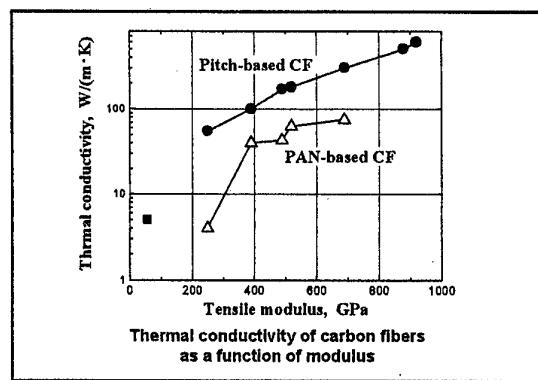
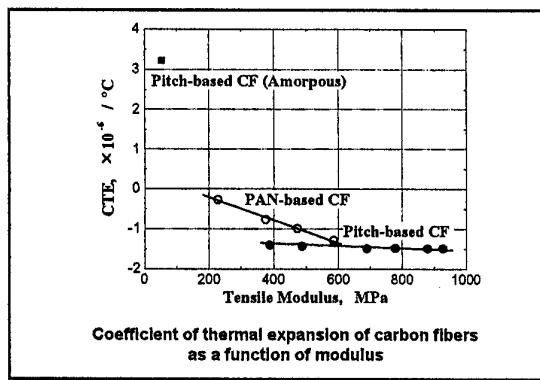
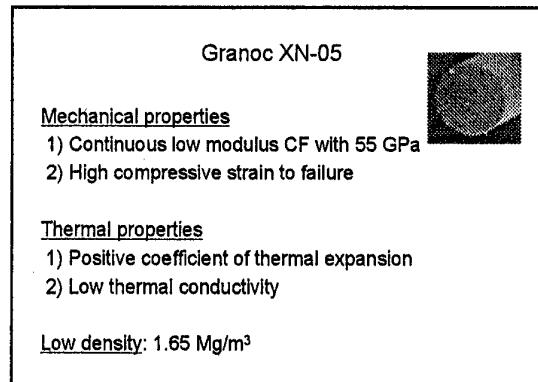
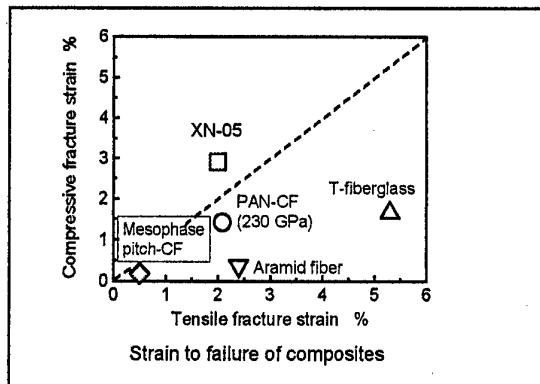


Table Mechanical properties of CF

		Granoc XN-05	PAN-CF E:230GPa	Granoc YS-95A
Fiber properties	Tensile strength MPa	1180	4900	3530
	Tensile modulus GPa	55	230	920
Composite Properties	Compressive strength MPa	870	1400	340
	Compressive modulus GPa	30	130	540



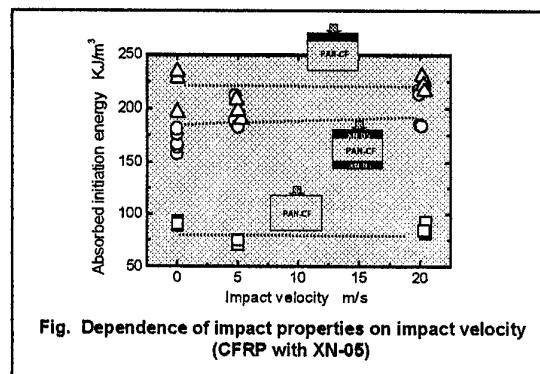
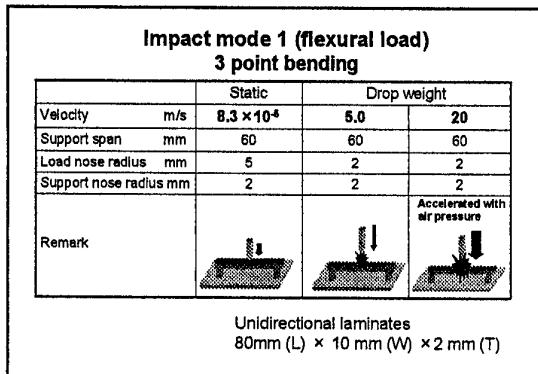
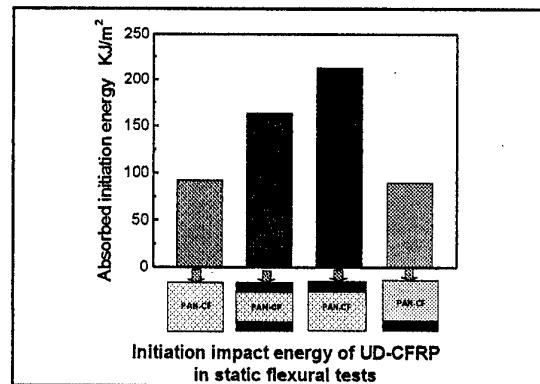
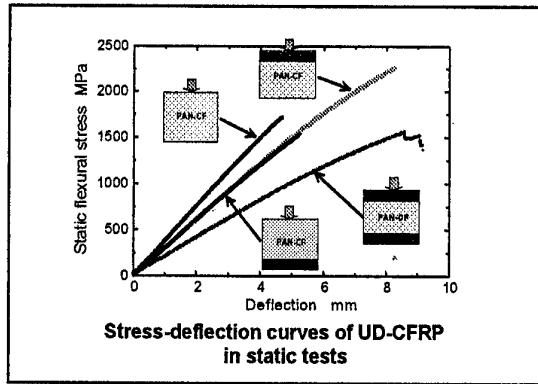


Fig. Dependence of impact properties on impact velocity (CFRP with XN-05)

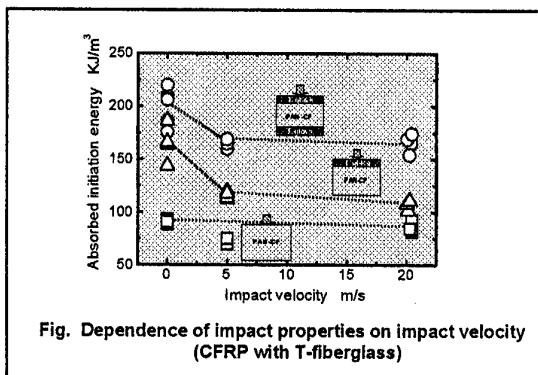
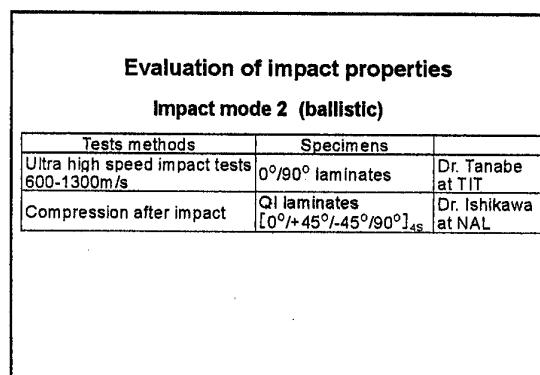
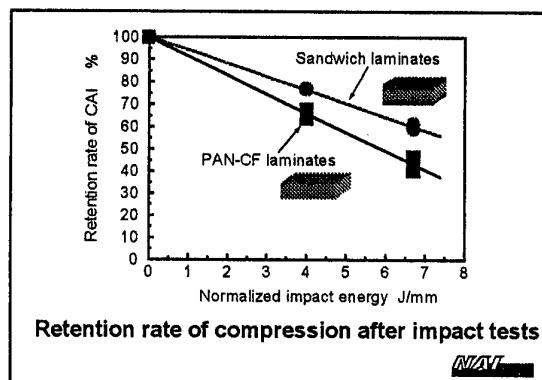
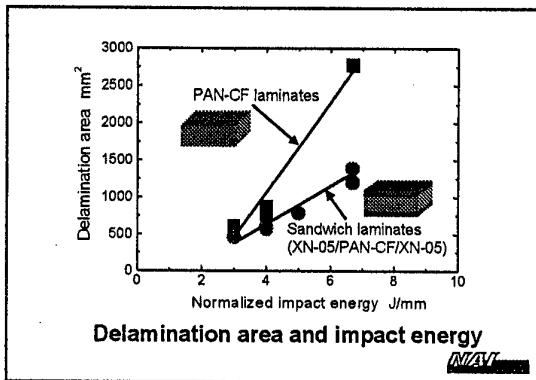
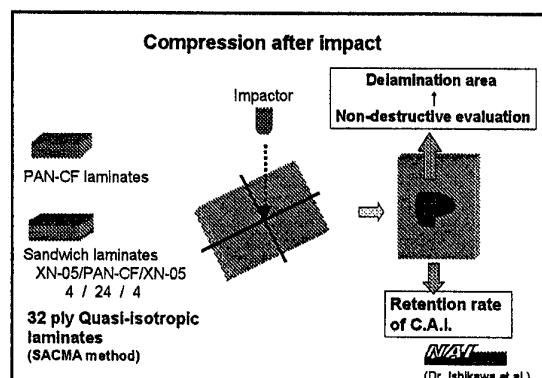
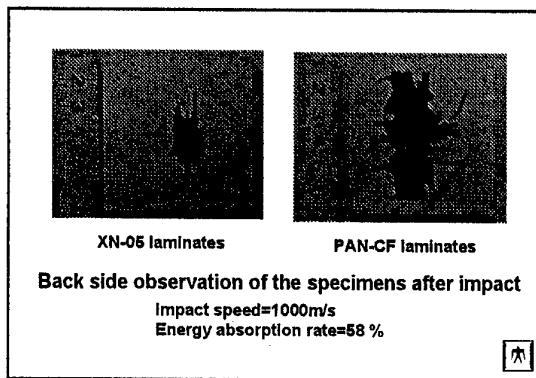
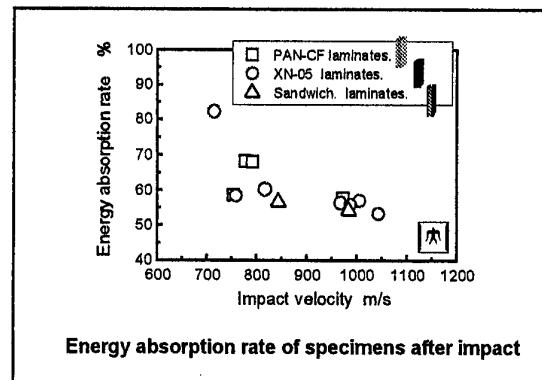
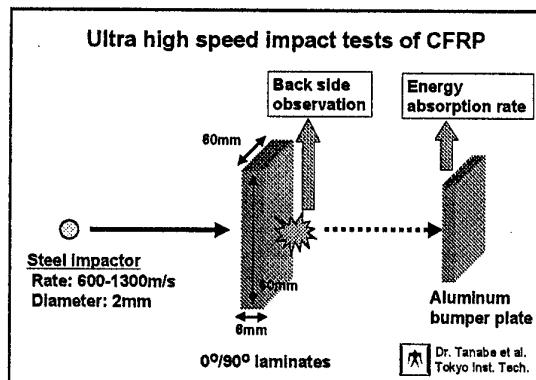


Fig. Dependence of impact properties on impact velocity (CFRP with T-fiberglass)





Advanced Composite Materials for Satellite Structures in MELCO

Tsuyoshi Ozaki

Mitsubishi Electric Corporation

Address : Advanced Technology R & D Center
Mitsubishi Electric Corporation
1-1-57 Miyashimo Sagamihara Kanagawa 229-1195, Japan
Tel : +81-42-779-5692
Fax : +81-42-774-5095
E-mail : ozaki@zaiken.sow.melco.co.jp

Advanced Composite Materials for Satellite Structures in MELCO

Tsuyoshi Ozaki

Advanced Technology R & D Center
Mitsubishi Electric Co.

Abstract

Requirements for space satellite structures are lightweight, high strength, and high stiffness not to vibrate sympathetically during launch. Carbon fiber reinforced plastics (CFRP) which have much more strength to weight and stiffness to weight than metals are widely applied to satellite structures and components such as bus structures and solar array panels.

Another feature of this material is its excellent dimensional stability in severe thermal environment. In space, a satellite is put in vacuum and much heat is generated by electrical components, which causes excess heat of the satellite system. In addition, large thermal gradient in the structure may happen due to the exposure to the sun. A satellite has to secure enough pointing accuracy to supply communication, broadcast, and observation services in such severe thermal condition. High thermal stability in dimension of the satellite structures, therefore, is very important as well as heat-resistance. Especially in some special components such as antenna reflectors, application of CFRP whose thermal deformation is much less than metal is essential.

Recently, pitch-based carbon fibers made of petroleum and coal tar pitch have been put to practical use. Some pitch-based carbon fibers have been found to have excellent thermal performance as well as ultra high stiffness. By using the new fibers, we have been developing new composites and applying to satellites.

In the bus structure, we have applied pitch-based CFRP to the earth facing panel. The panel is required to be dimensionally stable and have high thermal conductivity. In addition, aluminum heat pipes should be embedded in order to thermally connect the north and the south panel. Due to the mismatch of thermal expansion between CFRP and aluminum, large thermal stress may causes fracture of the CFRP faceskins. Therefore, we introduced anisotropic laminate design to relieve thermal stress.

Pitch-based CFRP has changed structural design concept of space antenna reflectors. Formerly, antenna reflectors have been made of honeycomb sandwich panels. The CTE of the panels was at best 0.5ppm/K, which caused slight thermal deformation. To restrain such deformation, a rib type structure was introduced as a support structure. When we use pitch-based tri-axial fabric CFRP as a reflector surface, thermal deformation is small enough (<0.2 ppm/K). It requires no support structures to restrain thermal deformation. Therefore we can fabricate space antenna reflectors with a sheet of tri-axial CFRP and thin I-shaped beams to support the reflector.

Another application of the newly developed CFRP is space optics. In the optics, requirements for dimensional stability are much more severe. CFRP pipes for optical structures whose thermal deformation is less than 0.1ppm/K are also to be presented.

CDW'00

COMPOSITES DURABILITY WORKSHOP 2000

Advanced Composite Materials for Satellite Structures in MELCO

Tsuyoshi OZAKI
Advanced Technology R & D Center
Mitsubishi Electric Co.

Requirements for space materials

- Lightweight
- Stiffness
- Strength
- High thermal stability (dimensional)
- High thermal conductivity

Pitch based graphite composite is desirable for

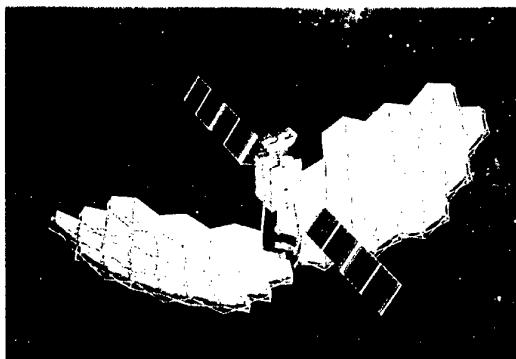
- Structural panel (Heat pipe embedded)
- Antenna reflectors
- Optical sensors

Newly developed bus technologies in ETS-VIII project

(for future high power satellite system)

- Heat pipe embedded earth-facing panel
- Deployable thermal radiator & flexible loop heat pipe system
- Gimbaled ion engines for north-south station keeping

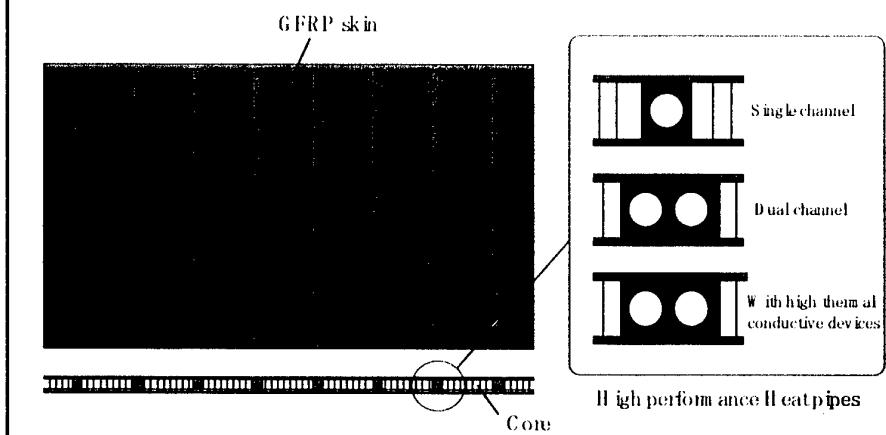
Graphite faceskin heat pipe embedded panel



Graphite faceskin heat pipe embedded panel concept

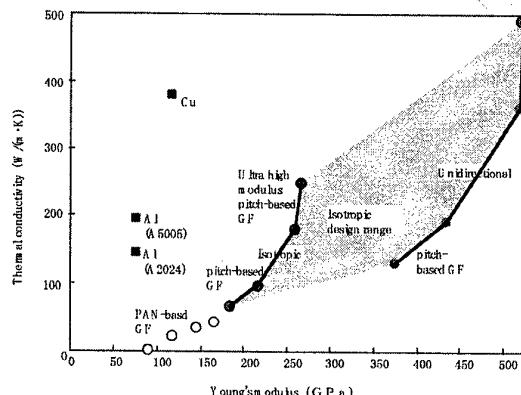
Features of graphite faceskin

- High stiffness with low density
- High thermal conductivity
- Optimal laminate design for mechanical and thermal performance



Advantages of graphite faceskin panels

- Weight saving with high stiffness to weight skins
- Fabrication of thin panel to reduce stowed panel space
- High thermal conductivity for heat transfer

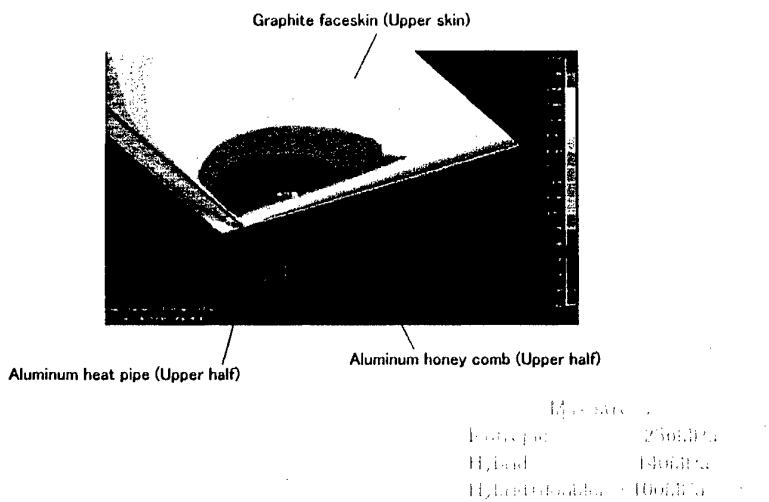


Graphite fibers for faceskins

- Pitch-based high modulus fiber, K13C (Mitsubishi Chemical)
- PAN-based high strength fiber, T800 (Toray)

		K13C	T800
Tensile Young's Modulus (GPa)	0°	535	152
	90°	5.0	8.9
Shear Modulus (GPa)		3.9	3.5
Tensile Stress (MPa)	0°	1700	2565
	90°	16.2	66.9
Compressional Strength (MPa)	0°	326	1313
	90°	90	110
CTE (ppm/K)	0°	-1.3	-1.1
	90°	33	30

Thermal stress analysis by non-linear FEM



Earth panel for ETS-VIII (Qualification model)

• 2400mmX1200mm

• Thermal protection during reentry
• 40°C - 61°C Temperature range

• Heat sink protection

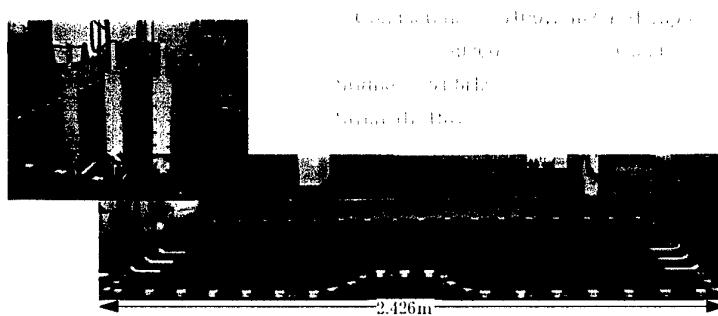
• Heat transfer to ETS-8 qualification model

• Constant temperature of 100°C at center

• 100W/m²K^{0.5} at center

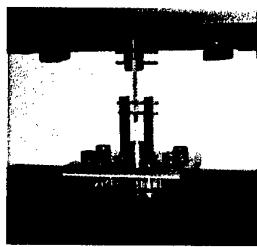
• Natural convection

• Natural draft

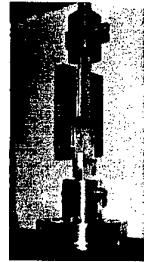


Insert strength of graphite panel (Experimental)

Evaluated both analytically and experimentally ↓



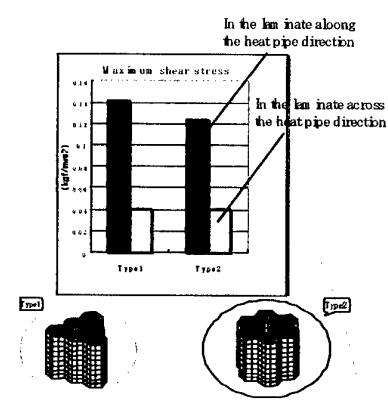
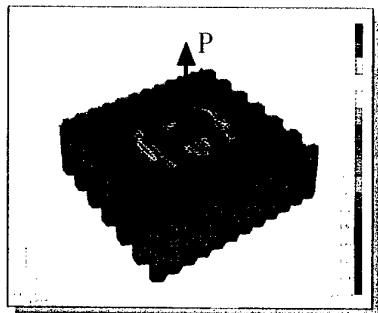
Out of plane : >700N



In-plane: >1100N

Insert strength of graphite panel (Analysis)

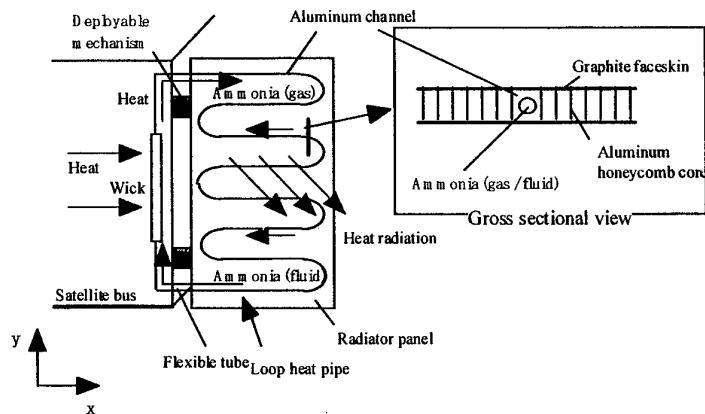
FEM analysis



Deployable radiator panel

To increase heat rejection capability

Stowed during launch/ Deployed in orbit
to obtain additional heat rejection area



Laminates design of radiator panel

High Thermal Deformation

High Thermal Deformation (Local)

Graphite Faceskin

Low Thermal Deformation

transfer is required in this section

Anisotropic laminate design to

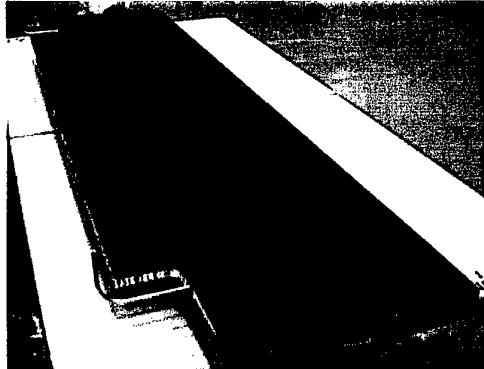
- Relieve significant thermal stress between Al channel and faceskins

- Obtain optimum heat transfer combined with Al channel and faceskins

- Two kinds of graphite materials were applied

Fabrication of full sized panel

- 490mm x 1800mm
- With channel interface
- Cooled down to 188K (No visible damage)



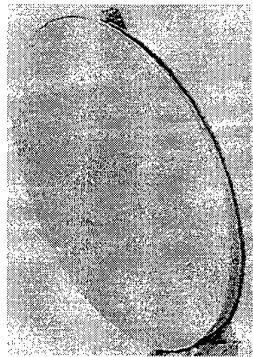
Ultra light weight antenna reflector

Simple structure free from thermal distortion
Light weight (13.1→6.2Kg: ϕ 2.6m)



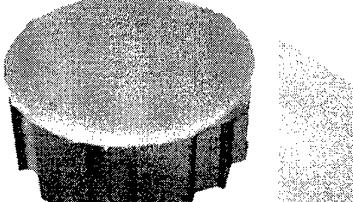
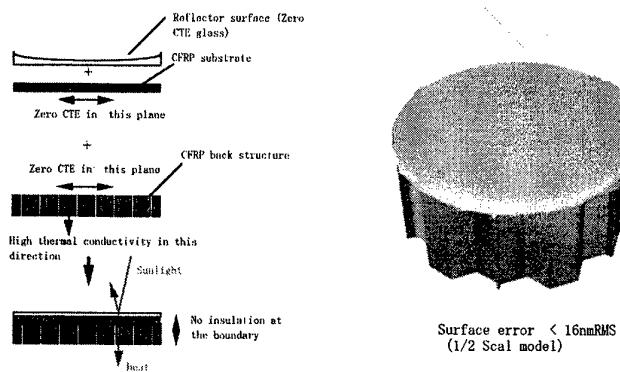
Dual Gridded Antenna Reflector

- Small pointing error
- Low electrical loss due to high thermal stability
- Suitable for shaped reflector



Space optical mirror

- High thermal stability (CTE < 0.1 ppm/K)
- Anisotropic composite design to optimize mechanical and thermal demand



Surface error < 16nmRMS
(1/2 Scale model)

Conclusions

Newly developed pitch-based graphite composites have been applied to space satellites such as;

- 1) Structural panels for thermal management of satellites
- 2) Deployable radiator panels
- 3) Antenna reflectors
- 4) Optical components

Anisotropic laminate design and fabrication techniques have been developed in several projects.

Spacecraft Structures in the Early 21st Century

Steven Huybrechts*

Troy Meink

Air Force Research Laboratory

Address : Space Vehicles Directorate
Air Force Research Laboratory
3550 Aberdeen Ave SE
Kirtland AFB, NM 87117-5776, USA
Tel : +1-505-846-8252
Fax : +1-505-846-7877
E-mail : steven.huybrechts@kirtland.af.mil

Spacecraft Structures In the Early 21st Century

Dr. Steven Huybrechts and Dr Troy Meink

*Space Vehicles Directorate
Air Force Research Laboratory
Kirtland AFB, New Mexico USA*

Introduction

Space structures will see dramatic changes over the next several decades. These changes are driven not by new materials but by a dramatic shift in the way the world conceives of spacecraft and an expansion in the types of missions being performed from space. Many of these new missions will be military in origin, but the large majority will be commercial as commercial interests take the dominant role in space. The biggest change in spacecraft structures will come about due to a change in the way we conceive of them. The traditional model of one spacecraft bus, launched on an expendable vehicle and supporting one or more payloads, will be superseded through a variety of new architectures including distributed architectures, collaborating constellations, deployable spacecraft, inflatable spacecraft, and reusable vehicles. Additionally, a need for very large apertures in space will lead to a whole class of very large, deployable spacecraft with very strict structural tolerances. Structures will play a key, if not the key, role in making these new space architectures a reality.

The changes to future space architectures can be compartmentalized into two distinct categories: changes to launch systems and changes to spacecraft architectures. These two areas are detailed in the following sections

Future Launch System Structures

Upcoming changes to space structures & materials due to changing launch vehicle architectures can be grouped into three areas:

- **Lower Cost Expendable Launchers:** Expendable launchers will remain the main way to get payloads to orbit. These systems will become increasingly cheaper, particularly due to the introduction of foreign and private systems. The traditional structure development goals of lower cost manufacturing and lighter weight dominate the needs in this area.
- **Reusable Launch Systems:** Despite the dominance of expendable launchers, development of reusable systems must continue if space is to become commonly accessible. The development of an unmanned reusable system is critical to the goal of greatly decreased launch costs. Structural issues commonly found in the aircraft industry, such as durability and operability, dominate the needs in this area. Durable high temperature structure is also of primary importance to this area.
- **Novel Launch Systems:** Several novel launch systems have been proposed in recent years including the use of rail guns, nanoSat launchers on high performance jet fighters, and pulsed lasers. While early in the development phase, these systems have great potential for virtually free launch of the smaller spacecraft concepts. The structures for these systems will need to be able to withstand severe environments, particularly high heat and shock loading, while being very lightweight and stiff.

Future Spacecraft Structures

Upcoming changes to space structures & materials due to changing spacecraft architectures can be grouped into five areas:

- **Maneuvering Space Vehicles:** Maneuvering space vehicles, while challenging from an operational sense, are not as structurally difficult to achieve. Of greatest importance in this area is the need for lightweight hot structure for those vehicles that must be able to re-enter, yet be reusable.
- **Much Smaller Spacecraft (microSats & nanoSats):** Increasingly, microSats (10-100kg) and nanoSats (1-10kg) are becoming highly capable and able to perform large satellite missions. The 'breaking up' of large single satellites into collaborating microSat constellations will become increasingly prevalent as these systems prove to be cheaper, more adaptable, and more defendable. Key structures technologies in this area include structure multifunctionality, producibility, and intelligence.
- **Much Larger Spacecraft (MonsterSats):** Despite highly capable microSats and nanoSats, future sensing systems will require larger spacecraft due to aperture requirements. The key technology for these systems is the development of very large, highly precise, extremely stiff structures that meet current launch vehicle packaging and weight requirements.
- **High Power Spacecraft:** Modern spacecraft are power starved. For example, a standard GPS spacecraft uses less power than a household hairdryer. For many applications, spacecraft capability is directly related to available power. A host of new technologies, such as thin film photovoltaics and thermal to electric conversion, provide a window of opportunity for structures engineers to redesign the traditional solar cell 'wing' typical to most spacecraft.

Space Structures in the Early 21st Century

Dr. Steven Huybrechts

steven.huybrechts@kirtland.af.mil

Space Vehicles Directorate
Air Force Research Laboratory
Kirtland AFB, New Mexico, USA



Air Force Research Laboratory

AF Materiel Command

AF Research Laboratory

6400 People
US\$1.2 Billion

Air Vehicles

Space
Vehicles

Propulsion

Human
Effectiveness

Directed
Energy

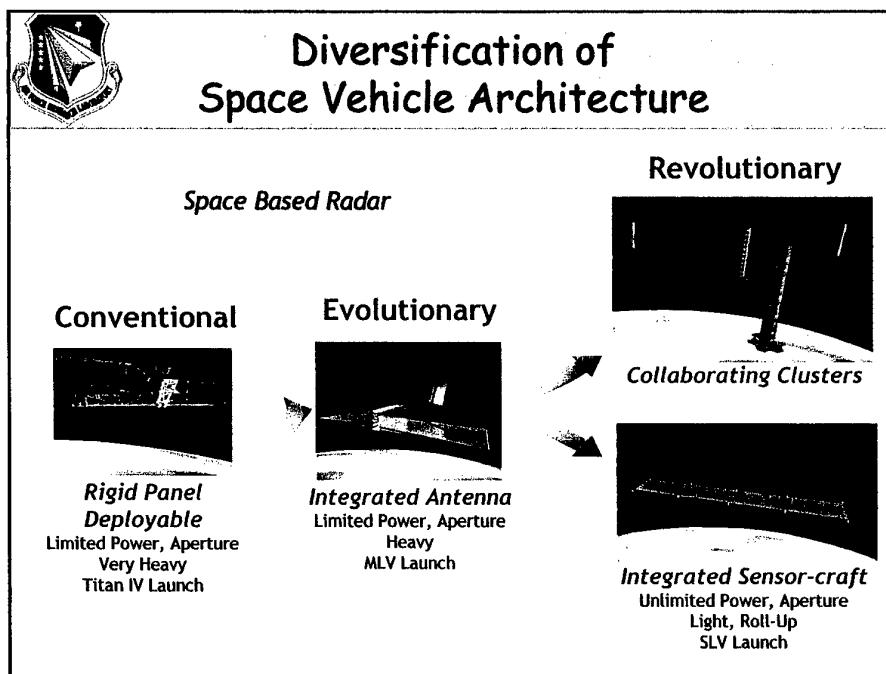
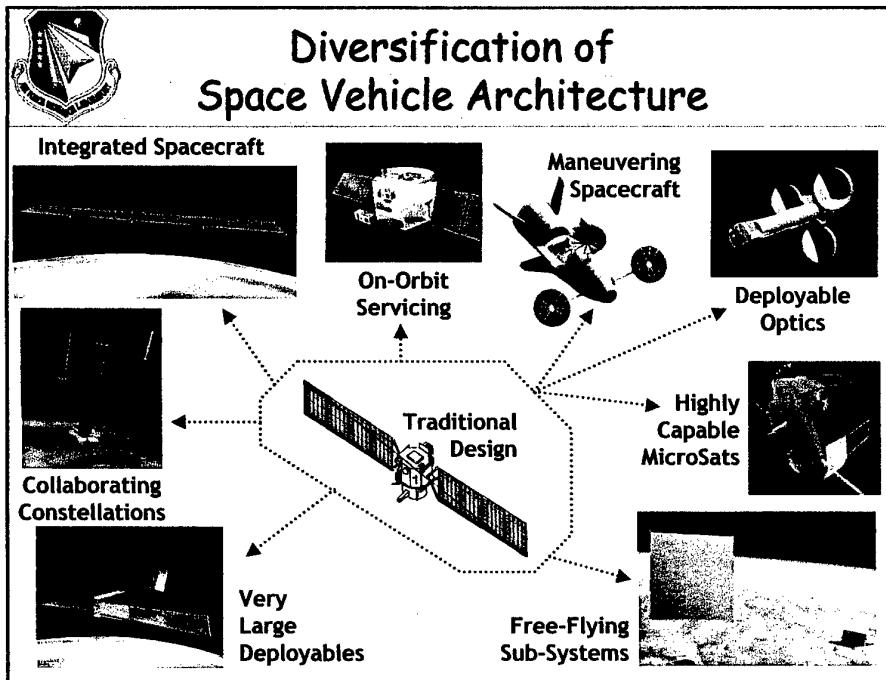
Information

Sensors

Materials &
Manufacturing

Munitions

Office of
Scientific
Research





Overview



ChamberCore Structures

Durable Composite Structures for Reusable Vehicles



Shape Memory Resin Structures

Deployable Structure for the the PowerSail Concept



Structures for Deployable Optics

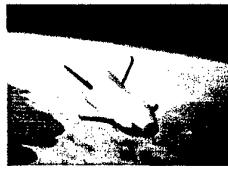
Highly Stiff, Stable Structures for Optical Systems



Future Architecture: Reusable Space Vehicles



Reusable Launch Systems

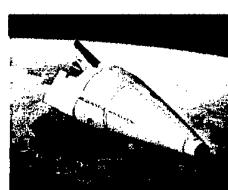


Characteristics

Reusable
Routine
Rapid Turnaround Time
"Aircraft-Like" Operations



Maneuvering Space Vehicles



Key Issues:

Durability
Light Weight

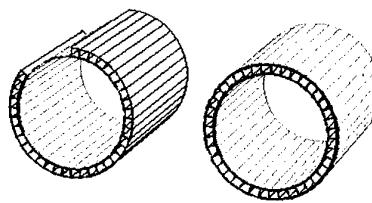
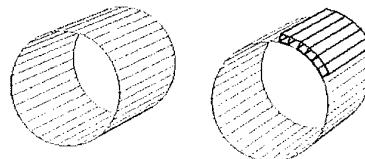


ChamberCore Structures

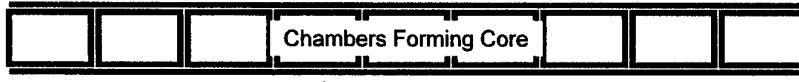
**Very Promising Structure Type
For Future Space Vehicles**

Integrates:

Very Simple Construction
Low Cost Manufacturing
Flexibility and Configurability
High Structural Efficiency
High Damage Tolerance



Upper Facesheet



Lower Facesheet



ChamberCore Structures

Acoustics Critical To Acceptance of Composites



Fairing Acoustic Problem Worsens As Weight Decreases

- Boeing (Delta)
 - Delta 2 Composite & Aluminum Fairing Weights Equal, Due to Acoustic Problem
- Boeing (SeaLaunch)
 - Load-Bearing Fairing Structure: $1.07 \text{ lb}/\text{ft}^2$
 - Acoustic Treatment: $1.02 \text{ lb}/\text{ft}^2$
- Lockheed-Martin (LMLV)
 - Not Interested In Composite Fairings Because of Acoustic Issues

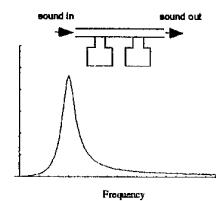
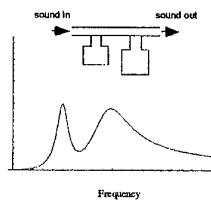
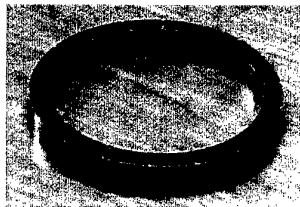
Problem is Extremely Severe in Reusables (X-33, SMV)



ChamberCore Structures

Integrated Helmholtz Resonators

Chambers Can Function as Natural Helmholtz Resonators
5-10 dB Acoustic Noise Reduction With No Weight Penalty



Overview



ChamberCore Structures
Durable Composite Structures for Reusable Vehicles



Shape Memory Resin Structures
Deployable Structure for the the PowerSail Concept



Structures for Deployable Optics
Highly Stiff, Stable Structures for Optical Systems



Shape Memory Resin Structures

Today, Most Spacecraft Have Less Power Than A Common Hair Dryer...



GPS Satellite
1000 Watts



Hairdryer
1200 Watts

Future Large Spacecraft Will
Require Much Greater Power

Example: Space Based Radar: 25kW - 100kW



Shape Memory Resin Structures

PowerSail Program

Develop High Performance Generic Power System for Next
Generation DoD and Commercial Satellites

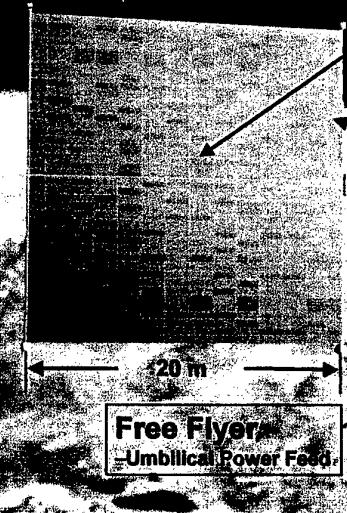
Cost	\$1,000/W	\$300/W	\$200/W
Packaging	8 kW/m ³	25 kW/m ³	30 kW/m ³
Specific Power	85 W/kg	300 W/kg	600 W/kg
Available Power	15 kW	50 kW	100 kW
	Present	PowerSail Demonstration 2005	PowerSail Operational 2010



Shape Memory Resin Structures

Station Keeping

-Electric Propulsion



Deployable Structure

- 0.1 kg/m^2 Areal Mass

Thin Film Cells

-12% Efficient Cells

-50 μm Polyimide Substrate

Space Based Radar



Overview



ChamberCore Structures

Durable Composite Structures for Reusable Vehicles



Shape Memory Resin Structures

Deployable Structure for the PowerSail Concept



Structures for Deployable Optics

Highly Stiff, Stable Structures for Optical Systems



Deployable Optics



Deployable Optical Systems Will Revolutionize the Space Battlefield

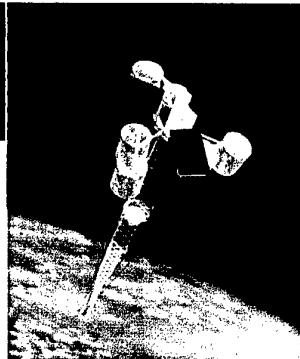
Deployable Optical Systems Deliver Higher Resolution & More Endurance
Continuous Orbit Allows Continuous Battlefield Coverage



Major Challenges of Deployable Optical Systems

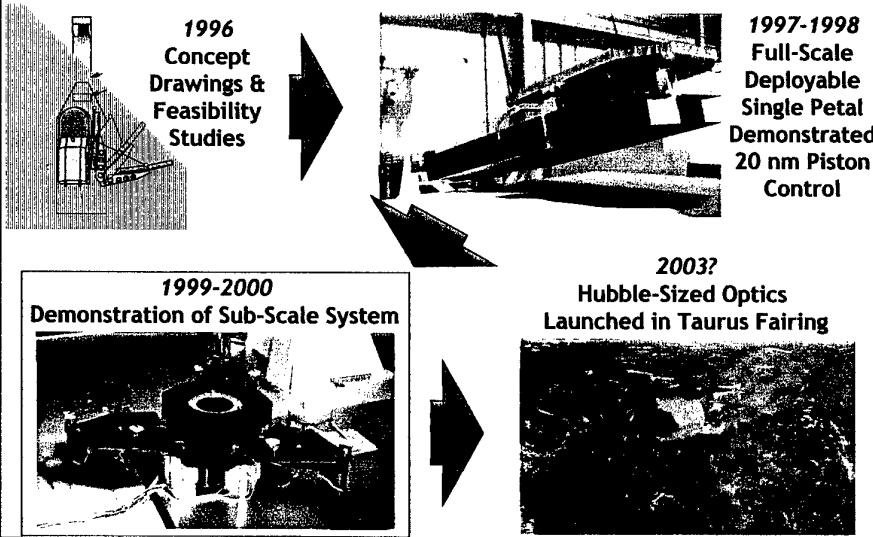
*Driver is Deployable Tolerance Requirement
~10 nm Accuracy*

- Highly Advanced Actuators
 - Very High Precision
 - While Retaining Large Stroke
- Extremely Stiff Structure
 - Well Characterized
 - Precision
- Predictable Repeatable Deployment
 - Minimize MicroLurch, Creep
- Ultra-Lightweight Mirrors
- Highly Advanced Non-Linear Control Solution
- Adaptive optics

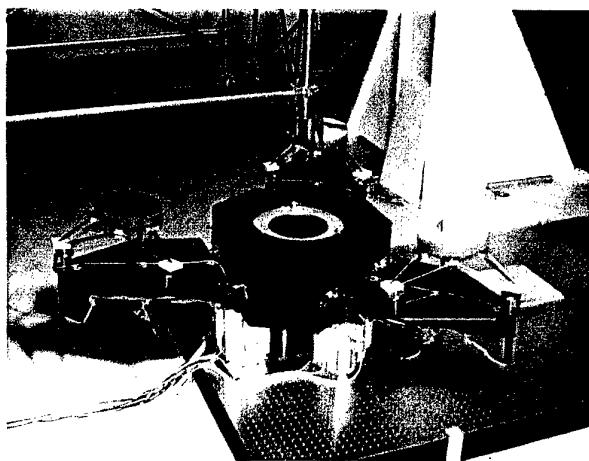




UltraLITE Deployable Optics Program

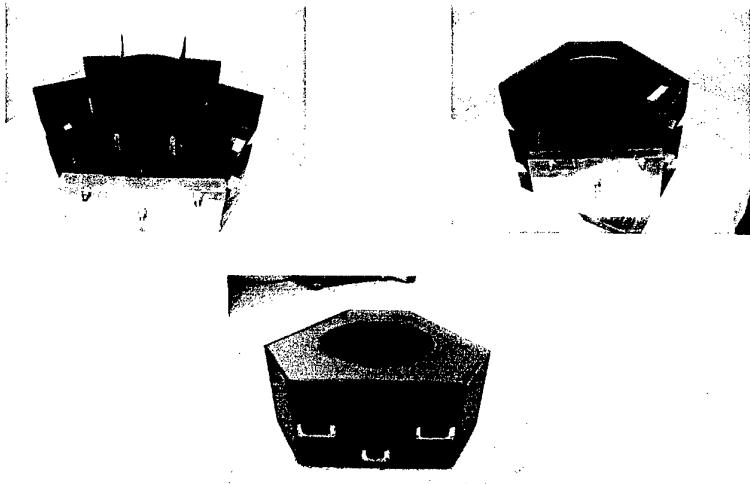


UltraLITE Deployable Optics Program

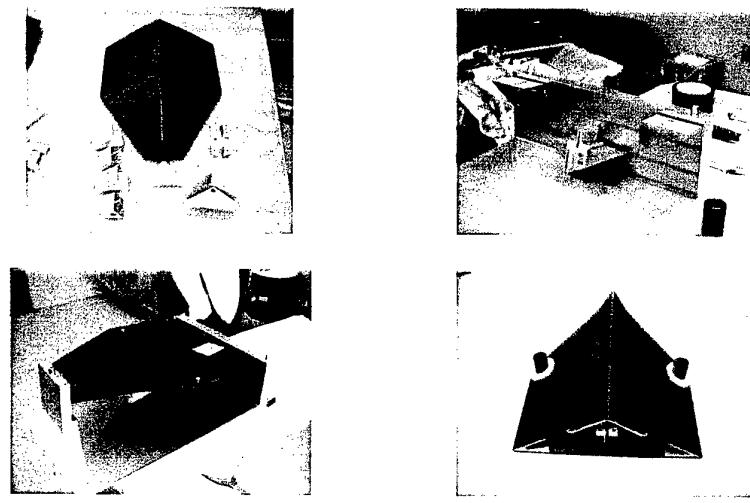




Ultralite Deployable Optics Program

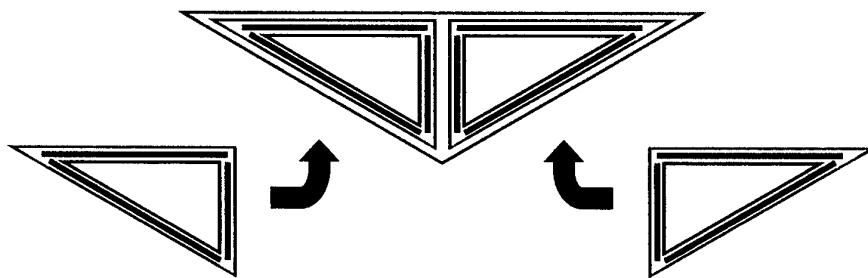
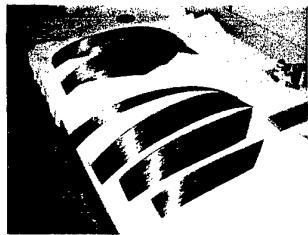


Ultralite Deployable Optics Program





UltraLITE Deployable Optics Program



Summary



Past:
Focus on Payloads



Future:
Focus on Spacecraft Technologies
Leading to Radical New Architectures



On the Tensile Strength of Carbon Fiber- Unsaturated Polyester Resin Strand Specimens

Junichi Matsui*

VentureLabo Co. Ltd.

Zenichiro Maekawa

Kyoto Institute of Technology

Address : VentureLabo Co. Ltd.

1-5-10 Nishishinbashi Minato-ku Tokyo 105-0003, Japan

Tel : +81-3-3519-7861

Fax : +81-3-3519-7862

E-mail : junichi.matsui@nifty.ne.jp

On the tensile strength of carbon fiber – unsaturated polyester resin strand specimens

Junichi Matsui

VentureLabo Co.

1-5-9 Nishishinbashi, Minatoku, Tokyo 105-0003

Zenichiro Maekawa

Kyoto Institute of Technology

Matsugasaki-Kaidohcho, Sakyoku, Kyoto 606-8585

CFRP is a useful material to reduce the energy consumption of automobiles, rapid trains, machinery, etc, and to substantiate long span bridges such as a suspension bridge across the Strait of Gibraltar, very tall buildings, very deep off shore oil rigs, etc. In order to achieve this task low cost and reliability are unavoidable conditions.

Epoxy resin has been used dominantly as the matrix of composite materials since BFRP and CFRP developed in 1960s to 1970s. Unsaturated polyester and vinyl ester resin has been used also for boats, ships, yachts, and other marine application by empirical knowledge with GFRP. According to tradition the epoxy composites perform better than the unsaturated polyester or vinyl ester composites as for mechanical properties; it is presumed that the difference is attributable to poor resin-to-fiber bonding and brittleness of the cured resin. On thermoplastic resins PEEK, PEI, PPS, etc have been evaluated and good to fair tensile strength of composite materials were reported, but PE, PP, ABS, and other cheap resins are not well studied.

In this experiment tensile strength of CFRP made of the said three thermoset resins is tested. Test specimen is 3000 filaments single end strand which is impregnated with the resin then cured fully. Since unsaturated polyester and vinyl ester resin contain about 40% of styrene and evaporation of styrene can cause the strength of the cured resin, carbon fiber strand is impregnated, squeezed, and sandwiched with two narrow PP tapes then wound up on a square frame.

Carbon fiber	Toray Industries	TORAYCA T300B-3000-40B
Unsaturated polyester	1A Mitsui Chemicals	ESTER P825
	1B Takeda Chemicals	POLYMAR 6339
	1C Dainihon Ink	POLYLITE FW231C
Vinyl ester	2D Nippon Shokubai	EPOLAC RF701
	2E Showa Highpolymer	RIPOXY R802
	2F Japan U.PICA	NEOPOL 8411L
	Hardener	MEKPO/Co Naphthenate

Epoxy	3G Shell Chemicals	EPIKOTE827/DICY/DCMU/PVF
	3H Union Carbide	BAKELITE ERL4221/BF3MEA
Cure conditions	UP & VE : RT(10C~25C)*12h~24h + 60C~80C*1~2h + 100C*3h	
	Epoxy : 3G: 120C*2h 3H: 125C*1h	
Fiber content	40~55% by mass	

As shown in Figure 1 to Figure 3, it is evident that the distribution of tensile loads at failure for eight samples with three different resin types is same. This is encouraging result and hence effect of fiber content, multiplication of the number of strands and its configuration, thermoplastic resin matrix, etc will be studied in terms of cost and reliability on the tensile strength of CFRP .

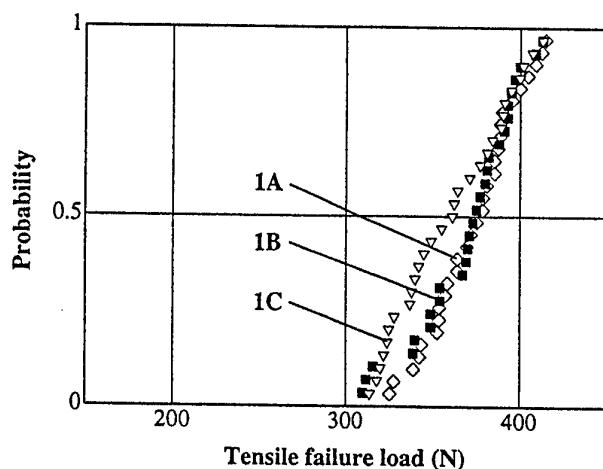


Figure 1 Unsaturated polyester resin

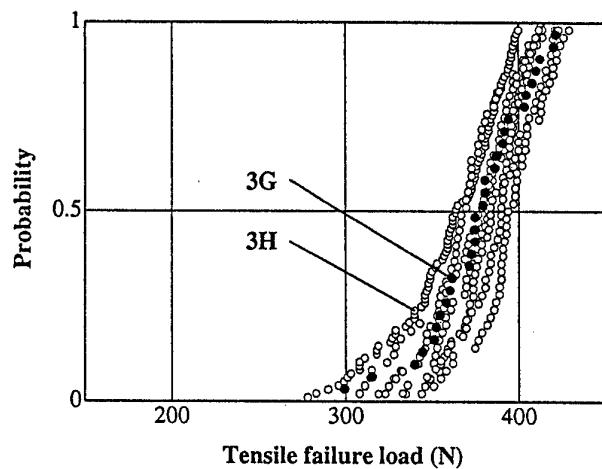


Figure 3 Epoxy resin

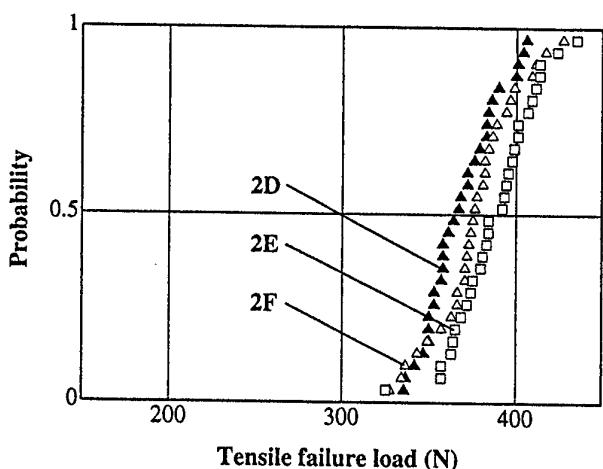
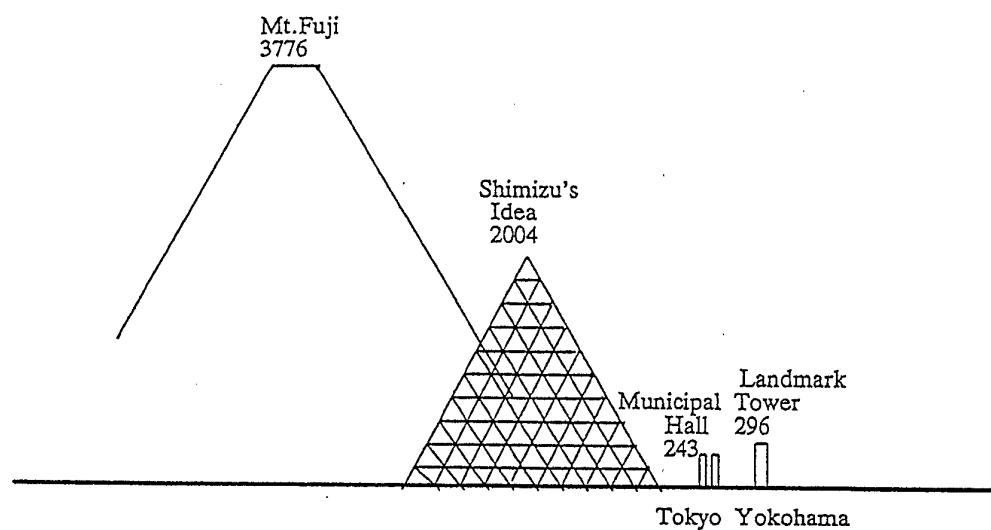


Figure 2 Vinylester resin

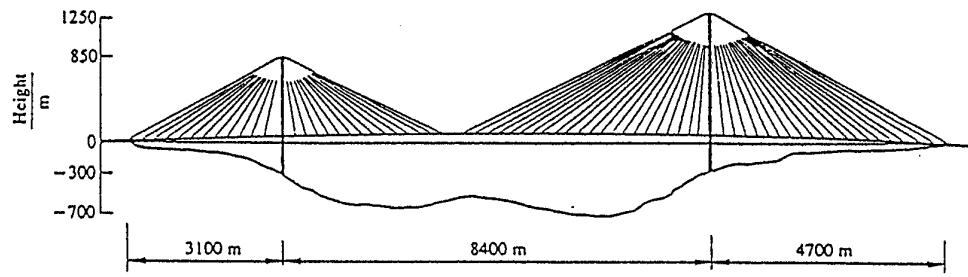
On the Tensile Strength of
Carbon Fiber – Unsaturated Polyester Resin Strand Specimens

Junichi Matsui, VentureLabo

Zenichiro Maekawa, Kyoto Institute of Technology



Plan for a Very Tall CFRP Building by Shimizu Co. in Japan (1991)



Plan for a CFRP Bridge across the Strait of Gibraltar by Meier in Swiss(1986)

CFRP Strand Specimens with Different Resins

1:Unsaturated Polyester Resin	1A:Mitsui Chemicals ESTER P825
	1B:Takeda Chemical POLYMAR 6339
	1C:Dainihon Ink POLYLITE FW231C
2: Vinylester Resin	2D:Nippon Shokubai EPOLAC RF701
	2E:Showa Highpolymer RIPOXY R802
	2F:Japan U.PICA NEOPOL 8411
3: Epoxy Resin	3G:Shell EPIKOTE827/CICY/DCMU
	3H:UCC BAKELITE ERL4221/BF3MEA

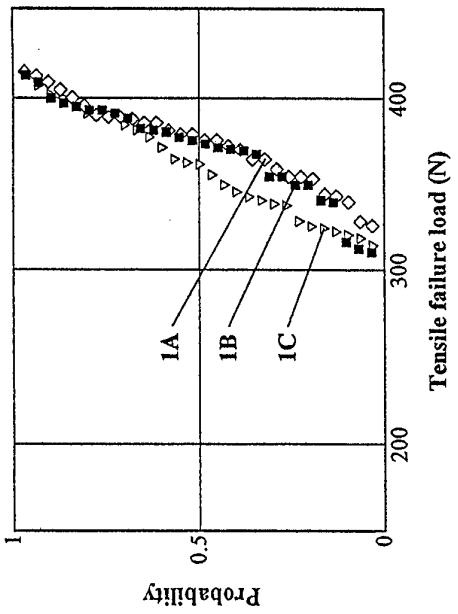


Figure 1 Unsaturated polyester resin

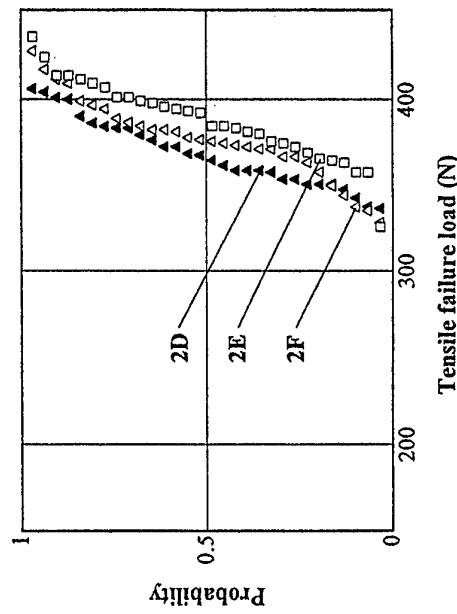


Figure 2 Vinyl ester resin

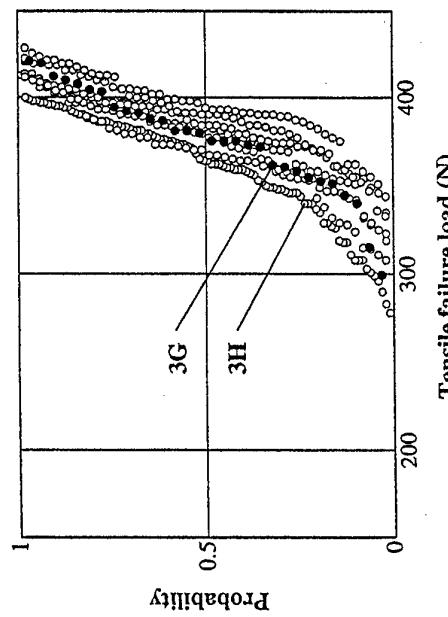


Figure 3 Epoxy resin

Tensile Failure Load of CFRP Strand Specimens with Different Resins

Specimen	Average (N)	Standard deviation (N)	Coefficient of Variation (%)
1A	374	23.9	6.4
1B	370	27.4	7.4
1C	360	30.1	8.4
2D	368	19.7	5.3
2E	387	22.8	5.9
2F	376	23.4	6.2
3G	376	28.5	7.6
3H	360	30.8	8.6

Modeling Post-Buckled Delaminations in Composites

Tong Earn Tay

National University of Singapore

Address : Department of Mechanical Engineering
National University of Singapore
10 Kent Ridge Crescent Singapore 119260 Republic of Singapore
Tel : +65-874-2887
Fax : +65-779-1459
E-mail : mpetayte@nus.edu.sg

Modeling Post-Buckled Delaminations in Composites

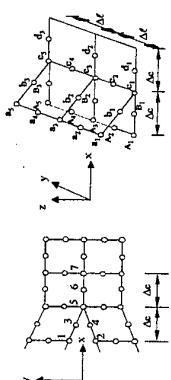
Tay T.E.
Dept. of Mechanical & Production Engineering
National University of Singapore
10 Kent Ridge Crescent
Singapore 119260

Abstract:

This paper deals with the computational modeling of delamination and the prediction of delamination growth in laminated composites. In the analysis of post-buckled delaminations, an important parameter is the distribution of the local strain energy release rate along the delamination front. A study using virtual crack closure technique is made for three-dimensional finite element models of circular delaminations embedded in woven and non-woven composite laminates. The delamination is embedded at different depths along the thickness direction of the laminates. The issue of symmetry boundary conditions is discussed. It is found that fibre orientation of the plies in the delaminated part play an important role in the distribution of the local strain energy release rate. This implies that the popular use of quarter models in order to save computational effort is unjustified and will lead to erroneous results. Comparison is made with experimental results and growth of the delamination front with fatigue cycling is predicted. A methodology for the prediction of delamination areas and directions using evolution criteria derived from test coupon data is also described. It is found that evolution criteria based on components of the strain energy release rate predict the rate of delamination growth much better than evolution criteria based on the total strain energy release rate.

Keywords: Delamination, Finite element analysis, Strain energy release rate, Fatigue, Modeling.

Use of FE enables computation of local strain energy release rates (SERR) by the virtual crack closure technique (VCCT) along the delamination front.

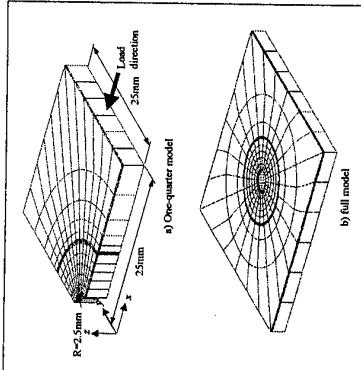


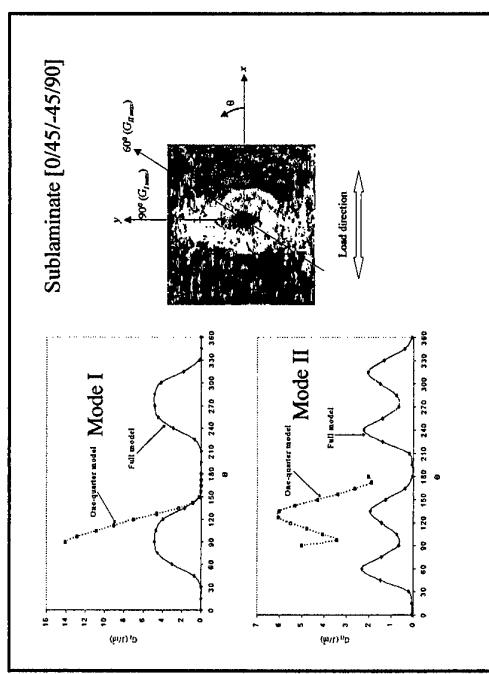
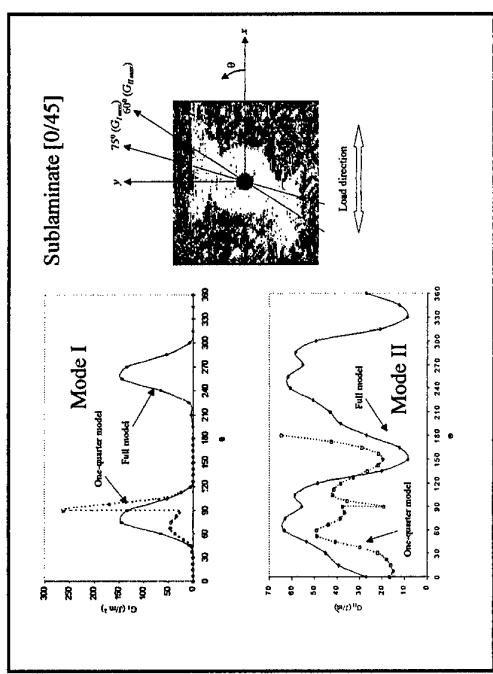
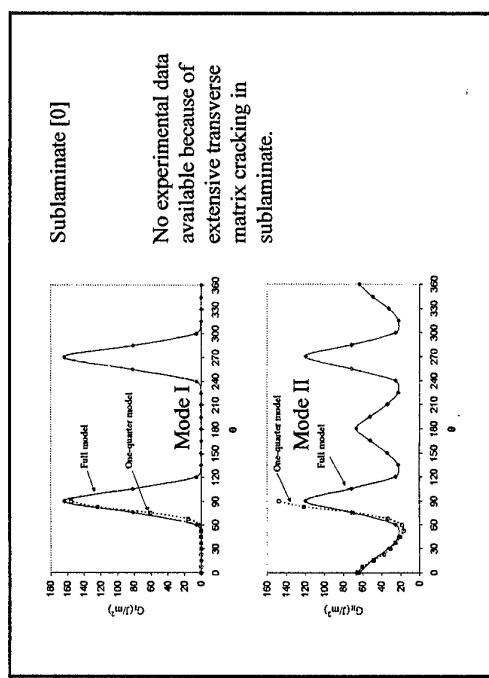
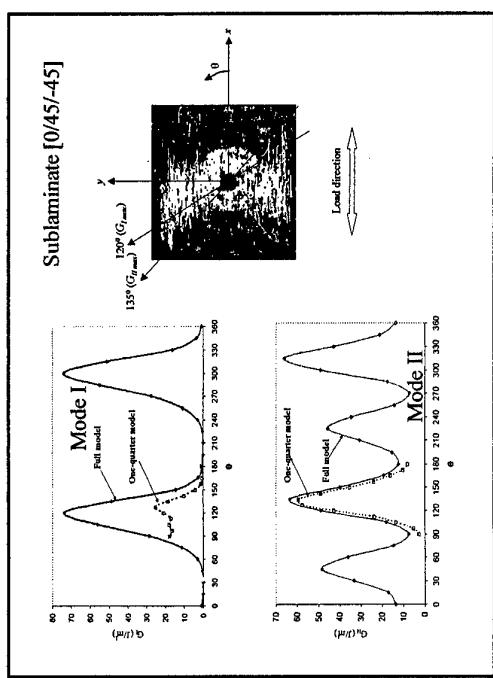
Questions:

- Reduce computational effort and cost:
 - 2D analysis (plane strain or axisymmetric) ?
 - Quasi 3D analysis (plate or shell elements) ?
 - Effect of boundary conditions (St Venant's Principle) ?
- Are local SERRs useful for predicting direction and magnitude of growth ?
 - Comparison with experimental data. Growth criteria.
 - Model contact of delamination surfaces ?
 - Mesh-dependency ?

3D FE analysis and experimental program.

- Quasi-isotropic lay-up $[(0/45/-45/90)_3]_S$
- Centrally located hole of diameter 5 mm.
- Circular delamination (Teflon insert) of diameter 20 mm.
- Peak compressive fatigue load of 30 kN ($R = -1$).





Quantitative evaluation of delamination growth.

Simpler to consider woven fabric composite plates.

Propagation criteria:

$$1. \text{ Based on total SERR: } \frac{dA}{dN} = 3014 \cdot \left(\frac{\Delta G_T}{1000} \right)^{7.43}$$

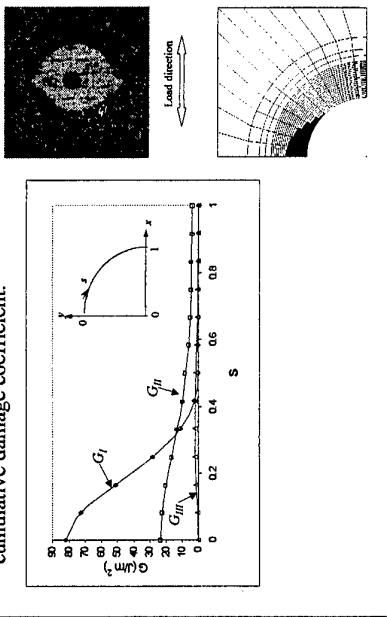
Mohr, T., Blom, A.F., Ciferson, I.A., and Garusson, A.L., "Delamination Growth in a Notched Fracture Test: Lamine under Compression Fatigue Loading", *Delamination and Debonding of Materials, ASTM STP 876*, W.S. Johnson, Ed., American Society for Testing and Materials, Philadelphia, 1985, pp. 165-188.

2. Based on SERR components:

$$\frac{dA}{dN} = 0.7188 \cdot \left(\frac{G_{Imax}}{103} \right)^8 + 6.5938 \cdot \left(\frac{G_{I,Imax}}{456} \right)^6$$

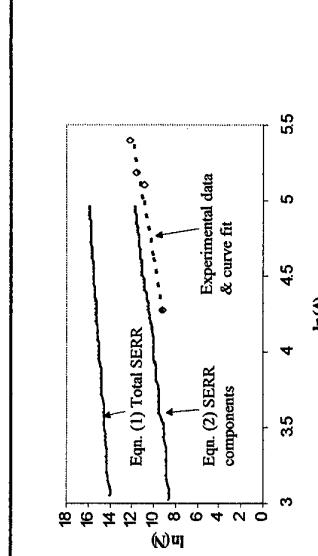
Ramkumar, R.L. and Whisenthorn, J.D., "Characterization of Mode I and Mixed-Mode Delamination Growth in T300/5208 Graphite/Epoxy", *Delamination and Debonding of Materials, ASTM STP 876*, W.S. Johnson, Ed., American Society for Testing and Materials, Philadelphia, 1985, pp. 168-188.

Numerical iterative procedure based on a local cumulative damage coefficient.



Conclusion

- Direction of maximum growth generally coincides with direction of maximum strain energy release rate (SERR).
- Boundary conditions and sublamine lay-up significantly affect distribution of local SERR. One-quarter models should be avoided.
- A method for predicting delamination growth is proposed. Propagation criteria employing SERR components (rather than total SERR) show closer agreement to experimental data.



Propagation criterion based on SERR components appear to agree better with experimental data.

Characterization of Damage Progression in Multidirectional Symmetric FRP Laminates

Isao Kimpara

Kazuro Kageyama

The University of Tokyo

**Address : Department of Environmental and Ocean Engineering,
Graduate School of Engineering
The University of Tokyo
7-3-1 Hongo Bunkyo-ku Tokyo 113-8656, Japan**

**Tel : +81-3-5841-6500
Fax : +81-3-3815-8364
E-mail : kimpara@ygg.naoe.t.u-tokyo.ac.jp**

CDW '00, August 23, 2000, Tokyo, Japan

CHARACTERIZATION OF DAMAGE PROGRESSION IN MULTIDIRECTIONAL SYMMETRIC FRP LAMINATES

Isao KIMPARA and Kazuro KAGEYAMA

Department of Environmental and Ocean Engineering, Graduate School of Engineering,
The University of Tokyo, 7-3-1 Hongo, Bunkyo-ku, Tokyo 113-8656, Japan.

It is well known that two kinds of damage, namely intralaminar (transverse) cracking and interlaminar delamination occur at a fairly early stage well before the ultimate failure in case of tensile loading of multidirectional symmetric FRP laminates [1]. This damage progression often results in some reduction in stiffness and is also likely to influence the ultimate failure strength. Therefore the prediction of such an early damage progression in laminated composite members is very important from the viewpoint of "Damage Tolerance Design (DTD)" of composite structures. As the initial damage such as intralaminar cracking is generally observed to progress in a stable manner, it is possible to set the allowable stress level at a higher value than the conventional "First Ply Failure (FPF)" level, if the damage progression mechanism is thoroughly understood. This would give us a theoretical basis for establishing a more advanced "Predictable Damage Growth Design (PDGD)" methodology for composite structures resulting in a further significant weight reduction .

To clarify the damage mechanisms of laminates, a large number of damage models have been proposed and various analytical and experimental characterizations on damage progression have been performed mostly for relatively simple laminated structures such as cross-ply laminates [2] but very few for general-purpose multidirectional laminated composites such as quasi-isotropic laminates. For this reason, this paper aims at proposing a general method to predict intralaminar crack density of each ply and stress-strain relation under multi-axial inplane tensile loading for multidirectional laminates. The method is based on an energy approach equating the released energy by transverse crack growth to the decrease in potential energy stored in a laminate [3]. Both can be estimated from the stiffness reduction of laminates due to intralaminar crack growth, which is obtained by numerical calculation of the stress and strain field in a damaged zone. The influence of ply thickness and stacking sequence on the damage behavior is analyzed by numerical simulations.

Acoustic emission characteristics and internal damage progression of multidirectional CFRP symmetric laminates are investigated experimentally by applying tensile tests of coupon specimens which are composed of 0-, 45- and 90-degree layers. The initiation of intralaminar crack in 90- and 45-degree layers and the onset of edge delamination in the interlaminar region are monitored by acoustic emission. The internal cracks are observed by micrography and the interlaminar delamination is detected by using ultrasonic C-scan technique. Predicted damage state of quasi-isotropic laminates and stress-strain equation are compared with the experimental results. Predicted stress of crack initiation by the proposed theory agrees well with critical stress observed by acoustic emission. It is shown that the intralaminar cracking damage behavior of multidirectional symmetric laminates is predictable by the proposed method and the prediction generally agrees well with the simulated results in terms of crack initiation and crack density.

This work has been carried out and still continuing as a part of fundamental research on the damage tolerance design of composite structures in the 5-year project on advanced composite materials for transportation starting from 1998 in R & D Institute of Metals and Composites for Future Industries (RIMCOF) sponsored by the Ministry of International Trade and Industry. It is shown that the proposed prediction method is successful as far as intralaminar crack is concerned. However the actual more complicated damage mode should have to be modeled by including interlaminar delamination and extension of crack to the adjacent layer which requires a further extension and modification of the proposed method.

References

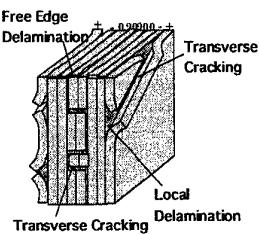
- [1] T. K. O'Brien , et al.: Tensile Fatigue Analysis and Life Prediction for Composite Laminates, NASA TM 100549, 88-B-015 (1998).
- [2] I. Ohsawa, I. Kimpara, et al.: Acoustical Analysis of Transverse Lamina Cracking in CFRP Laminates, Proc. 4th Intern. Sympos. On Acoustic Emission from Composite Materials (AECM-4) (1992), 55-64.
- [3] K. Tohgo, et al.: Ply Cracking Damage Theory and Damage Behavior in CFRP Cross-ply Laminates, Proc. A of JSME, 64, No. 621 (1998), 30-37 (in Japanese).

CHARACTERIZATION OF DAMAGE PROGRESSION IN MULTIDIRECTIONAL SYMMETRIC FRP LAMINATES

Isao KIMPARA and Kazuro KAGEYAMA
Department of Environmental and Ocean Engineering,
The University of Tokyo

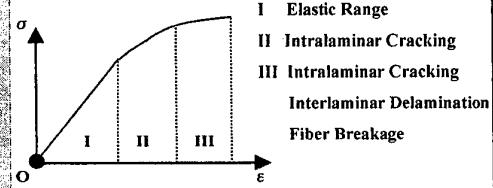
Failure Modes in Composite Laminates

- Intralamina (Transverse) Cracking
- Interlaminar (Free Edge/Local) Delamination
- Fiber Breakage



Damage Progression in Composite Laminates

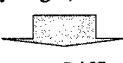
- Stress-Strain Relation



Damage in Composite Structures

- Intralaminar Cracking
 - Thermal Residual Stresses
 - Secondary Machining
 - Loading
- Tolerance of Stable Growth Damage
- Importance of Initial *Intralaminar Cracking*

Problems in Damage Prediction

- Damage in Multidirectional Laminates depends on Laminate Constitution (Ply thickness, Ply angle)
 
- Many Parameters, Difficulty in Modeling
 - Mostly on Cross Ply Laminates (Togoh, McCartney)
 - Very Few on Quasi-Isotropic Laminates (Shahid)

Present Design Criteria

- Based on Stress Criterion of Failure
 - The Effects of Ply Thickness and Stacking Sequence is not considered
- Even Stable Growth Damage is Intolerable
 - Difficulty in Damage Modeling



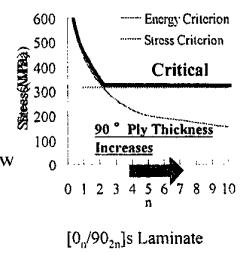
Limited Allowable Stress Level
(Conservative Design)

Motivation of Research

- Prediction of Initial Damage Progression Behavior in General Multidirectional Laminates
-
- Failure Criterion Considering Ply Thickness and Stacking Sequence
-
- Predictable Damage Growth Design (PDGD) Methodology

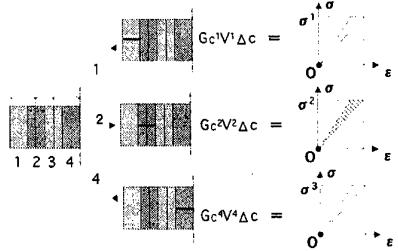
Failure Criterion

- Stress Criterion
 - Failure at Critical Stress of a Certain Level
- Energy Criterion
 - Failure at Critical Energy to form a New Fracture Surface



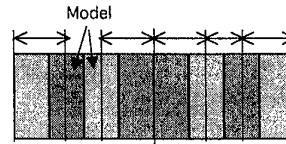
Damage Prediction based on Energy Release Rate

- Energy Balance



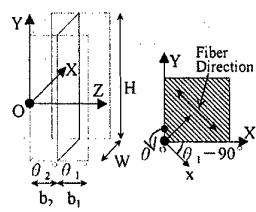
Modeling of Laminate

- Divided at Center of Ply Thickness
 - Inplane Stress Continuity
 - Simple Symmetric Laminate Elements



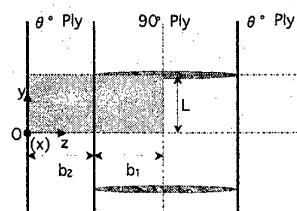
Divided Elements of Laminate

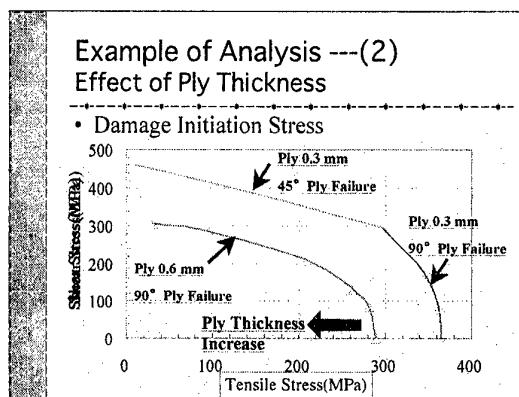
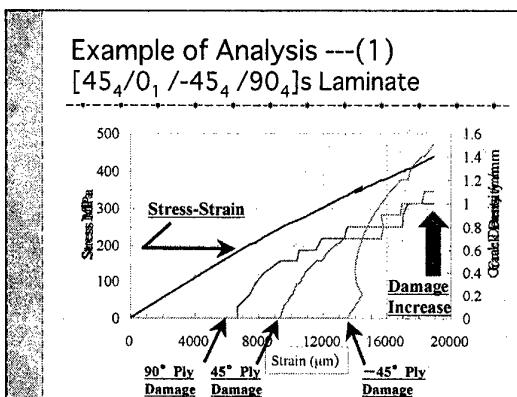
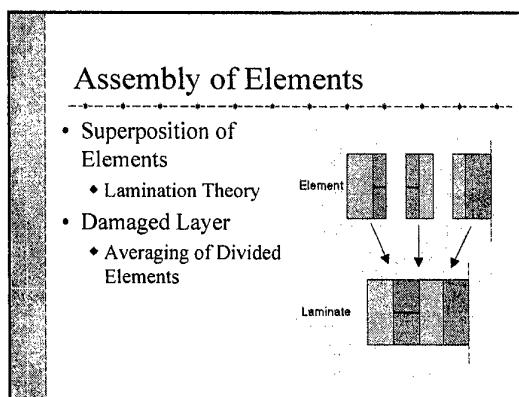
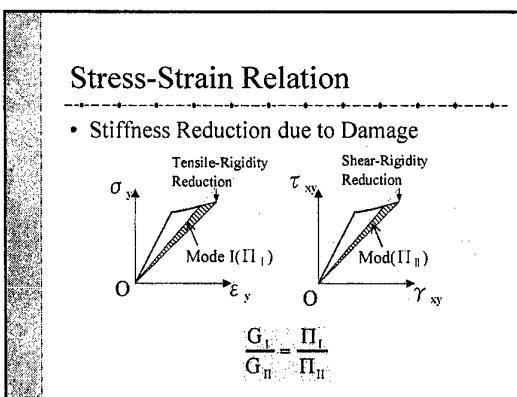
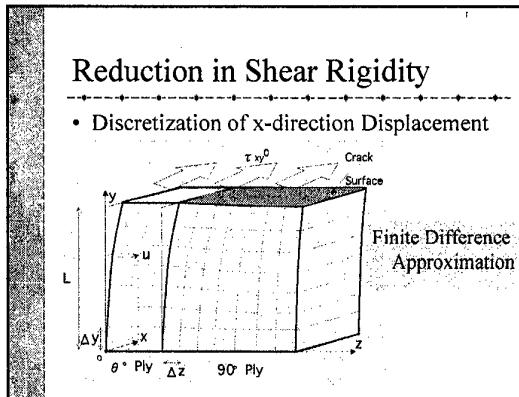
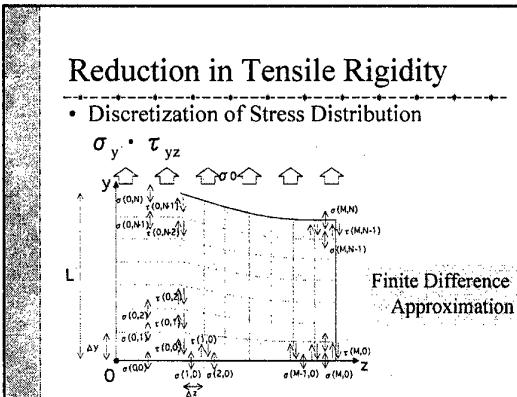
- Coordinate Transformation from $[\theta_1/\theta_2]_S$ to $[\theta/90]_S$ Element



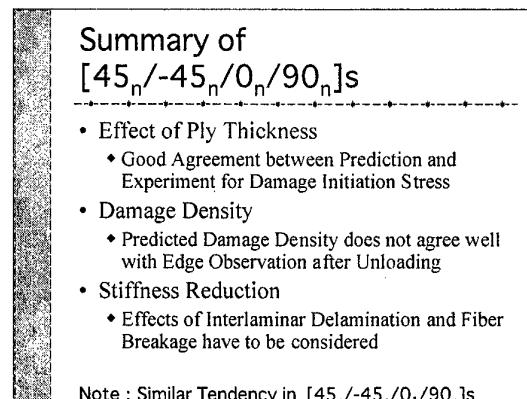
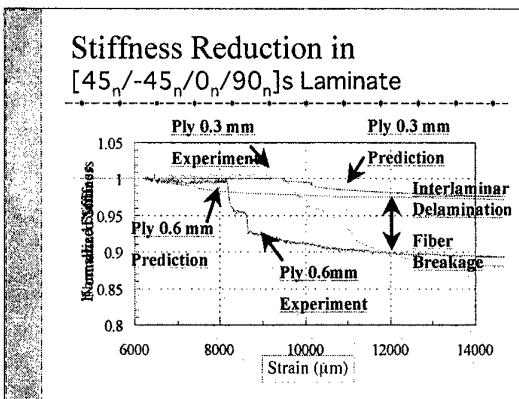
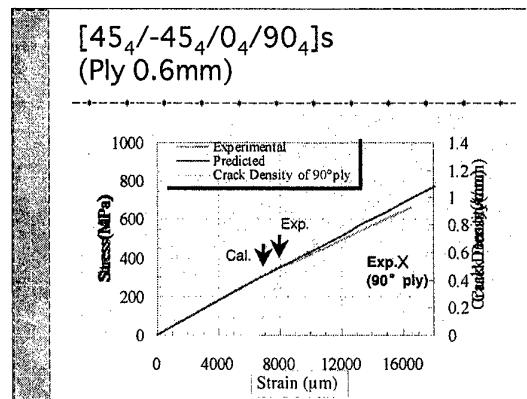
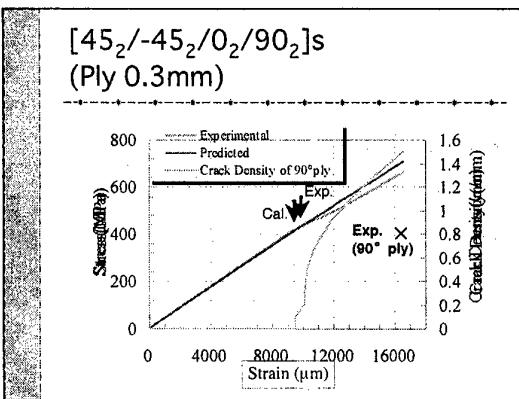
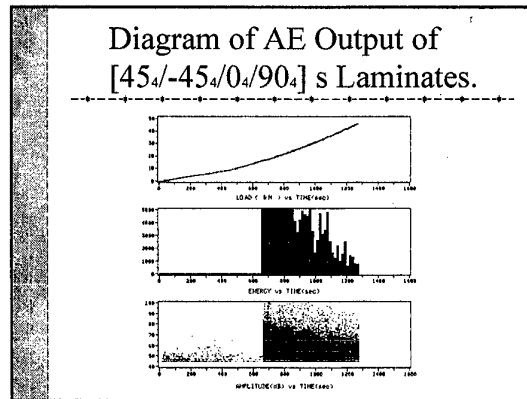
Stiffness Reduction in Laminate

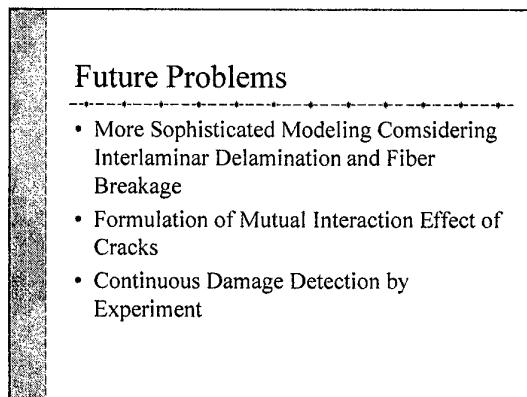
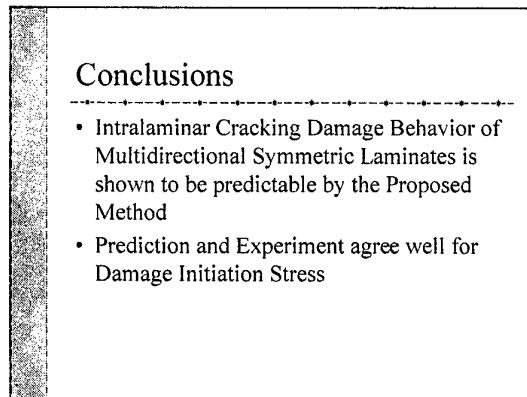
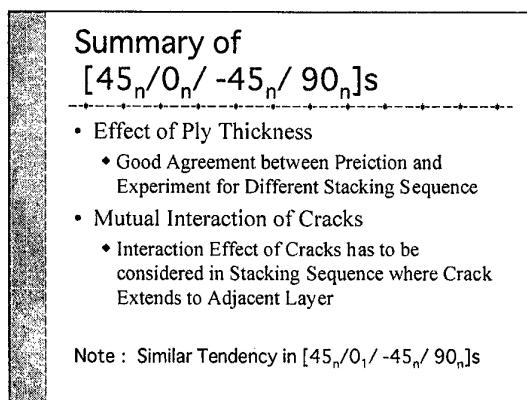
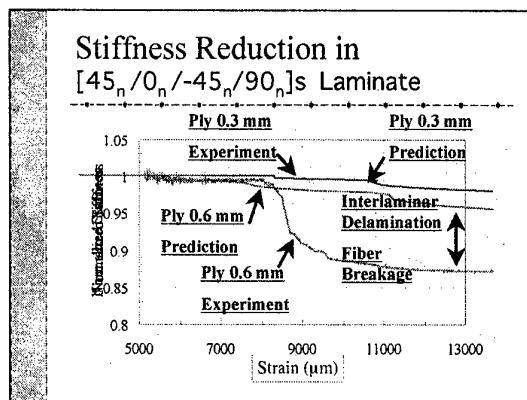
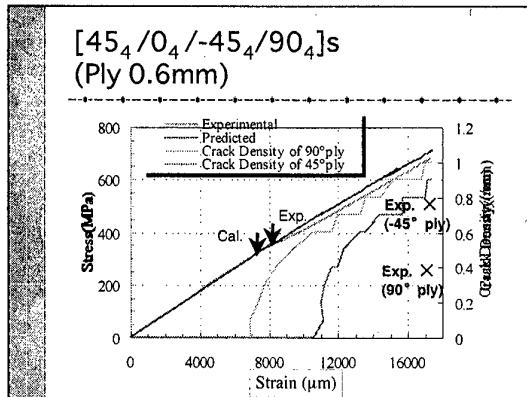
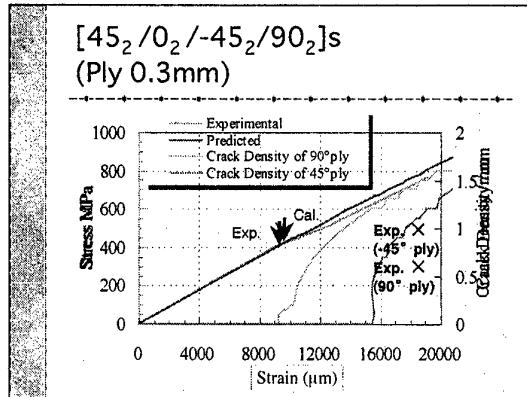
- Rigidity of $[\theta/90]_S$ Element





Laminate Constitution of Test Specimens		
Constitution	Ply Number	90° Ply
[45 ₂ /-45 ₂ /0 ₂ /90 ₂]s	16	0.3mm
[45 ₂ /-45 ₂ /0 ₂ /90 ₂]s	32	0.6mm
[45 ₂ /0 ₂ /-45 ₂ /90 ₂]s	16	0.3mm
[45 ₂ /0 ₂ /-45 ₂ /90 ₂]s	32	0.6mm
[45 ₂ /-45 ₂ /0 ₂ /90 ₂]s	14	0.3mm
[45 ₂ /-45 ₂ /0 ₂ /90 ₂]s	26	0.6mm
[45 ₂ /0 ₂ /-45 ₂ /90 ₂]s	14	0.3mm
[45 ₂ /0 ₂ /-45 ₂ /90 ₂]s	26	0.6mm





An Information System for Composites Durability

H. Thomas Hahn

University of California, Los Angeles

Address : Mechanical and Aerospace Engineering Department

University of California, Los Angeles

48-121G Engineering IV, UCLA, Box 951597

Los Angeles, CA 90095-1597, USA

Tel : +1-310-825-2383

Fax : +1-310-206-4830

E-mail : hahn@seas.ucla.edu



An Information System for Composites Durability

H. Thomas Hahn
UCLA

*Presented at the CDW 00
Aug. 23, 2000, Tokyo, Japan*

Outline

- New Technologies
- Why Information Systems?
- Database Development
- Durability Database
- Discussion and Conclusions

3

Purpose of Presentation

- Not to show past achievements
- But to discuss future directions



2

New Technologies

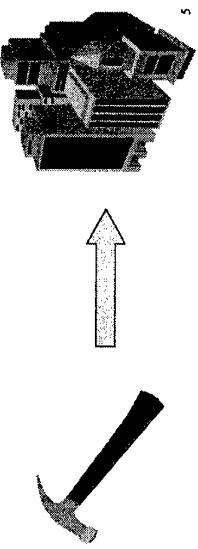
- Information Technology
- Nanotechnology
- Biotechnology
- Smart Materials and Structures

4

1

Information Revolution

- 1st Revolution: Printing machines
- 2nd Revolution: Computers
- Lessons Learned
 - Paradigm shift from tools to contents



5

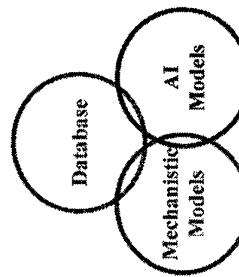
Why Information Systems?

- Accelerated Insertion of Materials
- Independent development of design allows time consuming and costly
- Test standardization difficult to achieve
- Efficient use of literature data
- Validation of models and test results

7

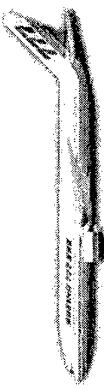
Information System

- A software package that provides the information we need.
- Consists of a database, mechanistic models and artificial intelligence models (expert systems, neural networks, genetic algorithms, etc.)



6

Utilization of New Materials



15+ Years

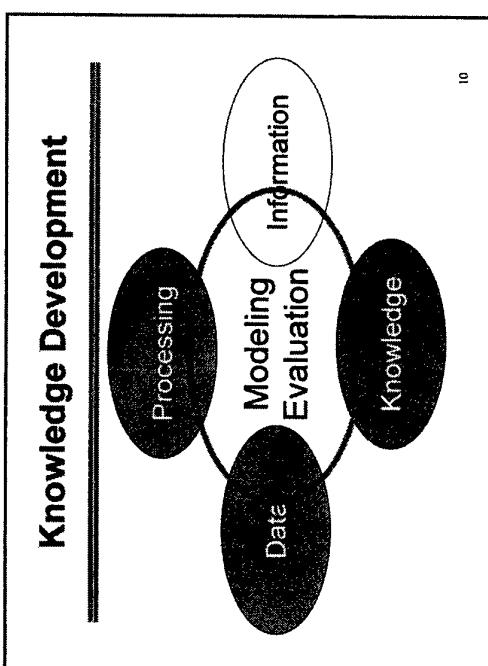
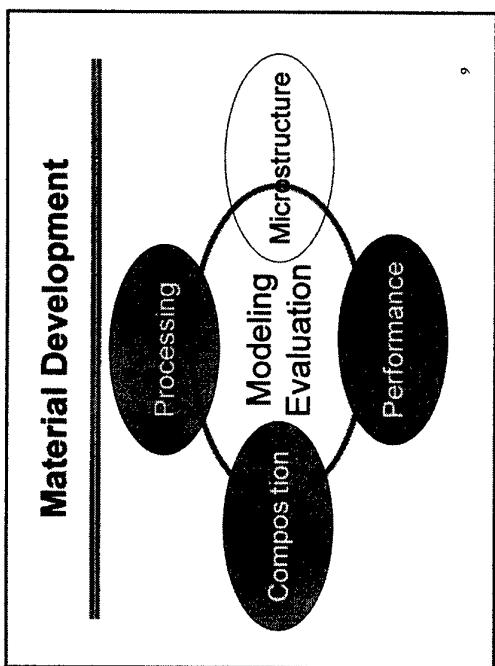
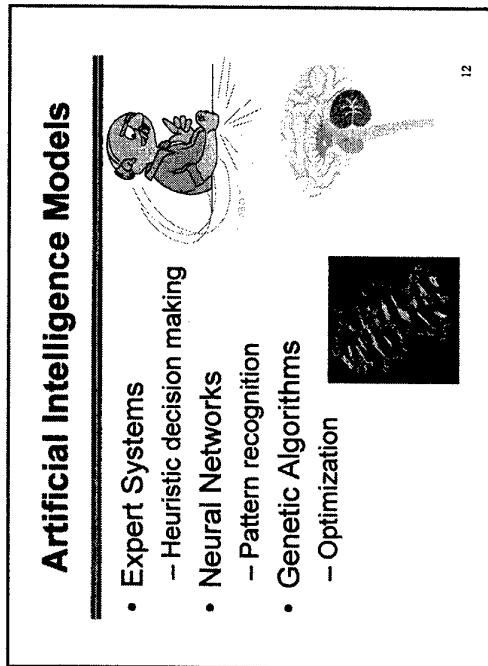
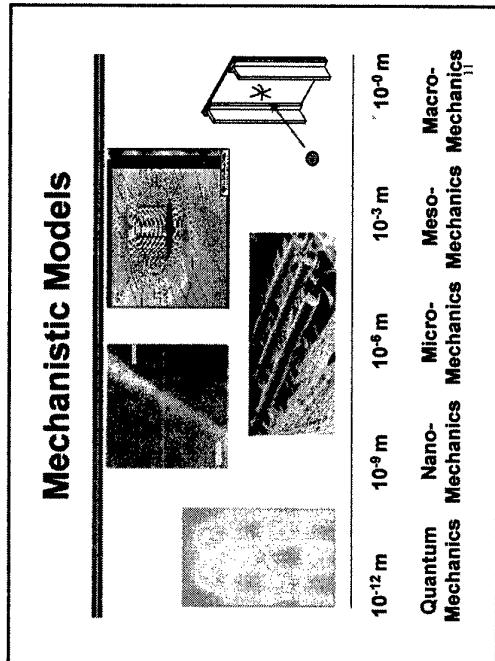


5+ Years?

Mechanistic Models + Standardized Database

AI Models + Literature Database

8

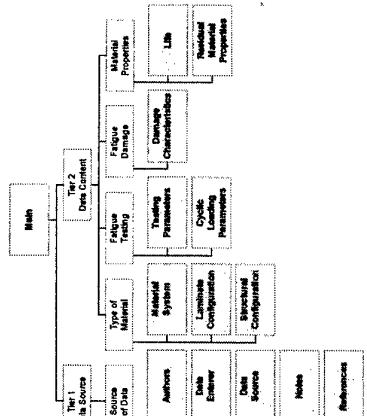


Database Development

- Database
 - A collection of information
 - Easy and efficient to store information
 - Easy to retrieve, analyze and display information
- Microsoft Access
 - Relational database
 - Visual Basic
 - User interface

13

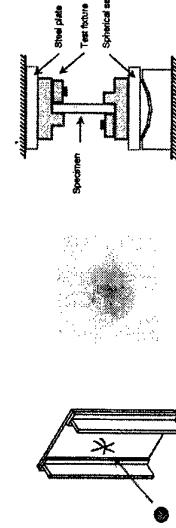
Database Structure



15

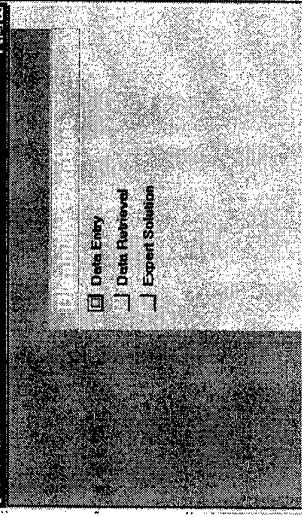
Damage Tolerance

- Resistance to incidence of damage and tolerance to presence of damage
- Limited to impact damage



14

Data Entry



16

Source of Data

Specimen Type	Plain Specimens
Date Received	12/20/98
Secondary Authors	Author Last Name Author First Name Author Middle Name
Primary Author Last Name	Shen
Primary Author First Name	Sheng
Primary Author Middle Name	
Primary Author Title	Effect of crack propagation rate on fatigue properties of concrete under cyclic loading
Area of Publication	Journal of Engineering Mechanics Division
Publishing Year	1998
Funding Agency	FRA
Mechanisms Tested	Other fatigue mechanism
Methodologies Used	Environmental Conditions
Other Source Information	One Source Information NDE Methodology
Page Number	1
Test Number	1
Next Page	1
Previous Page	1

Property Data

Specimen Type	Plain Specimens
Date Received	12/20/98
Secondary Authors	Author Last Name Author First Name Author Middle Name
Primary Author Last Name	Shen
Primary Author First Name	Sheng
Primary Author Middle Name	
Primary Author Title	Effect of crack propagation rate on fatigue properties of concrete under cyclic loading
Area of Publication	Journal of Engineering Mechanics Division
Publishing Year	1998
Funding Agency	FRA
Mechanisms Tested	Other fatigue mechanism
Methodologies Used	Environmental Conditions
Other Source Information	One Source Information NDE Methodology
Page Number	1
Test Number	1
Next Page	1
Previous Page	1

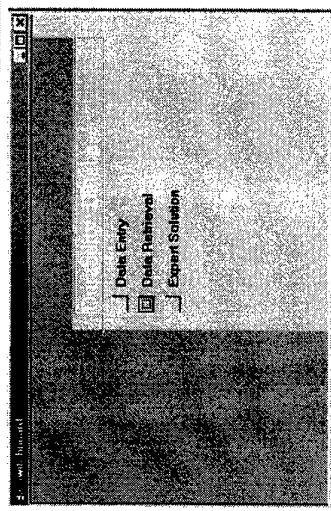
Stored Data - I

- All fatigue related data from the FAA project phases II, III, IV, and V
- Plain specimens
 - Ply crack density, life
 - T-T, T-C, C-C, block
- Impacted specimens
 - Two energy levels
 - Damage diameter, life
 - C-C, block, full and modified TWIST spectrum
- Open-hole specimens
 - Split length, life
 - T-T, T-C, C-C, full and modified TWIST spectrum

Stored Data - II

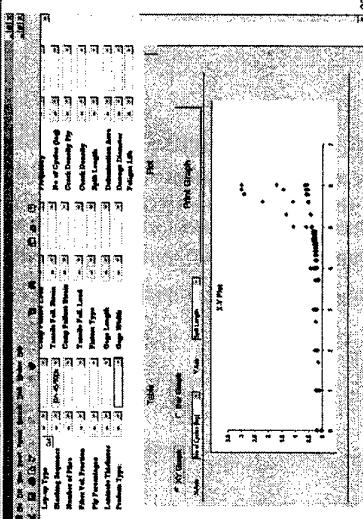
- Ryder (1980)
 - Residual properties, life
 - T-T, T-C, C-C
- Spearing and Beaumont (1992)
 - split length growth from center notch
 - T-T
- Rotem (1993)
 - Life
 - T-C, several frequencies
 - Komarowski et al. (1995)
 - Life
 - T-C

Data Retrieval



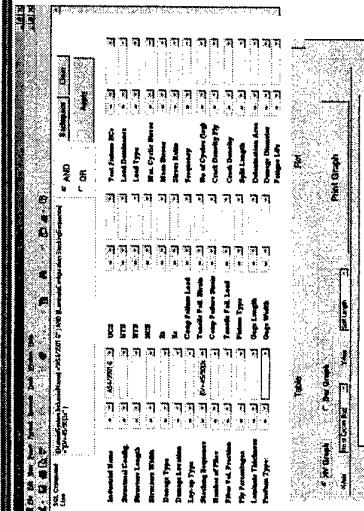
21

Solution Output



卷之三

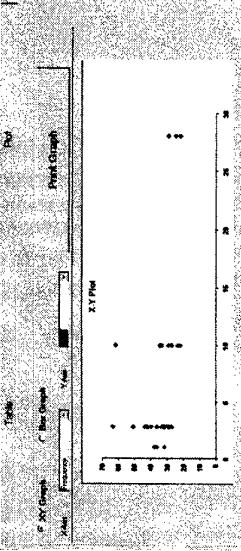
Question Input



122

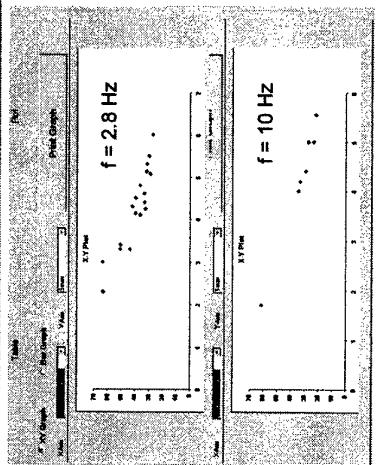
Frequency Effect

- Stored data
 - T300/934 quasi-isotropic 16-ply laminate
 - Data at $R=-1$ and $f = 1, 2.8, 10, 28$ Hz



卷之三

Frequency Effect (cont'd)



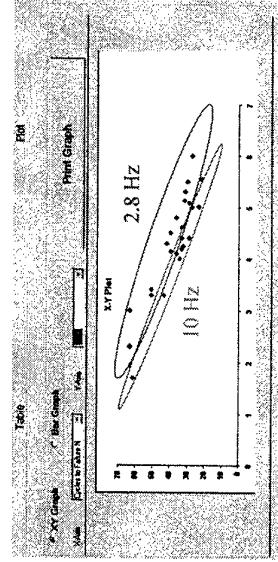
25

Material/Lay-Up Effect

- Stored data
 - AS4/3501-6, IM6/5245C
 - $[\pm 45/0_2/90/0_2/-45]_S, [90/(0/45)_2/(-45/0)_2]_S$
 - $R = -3.75$

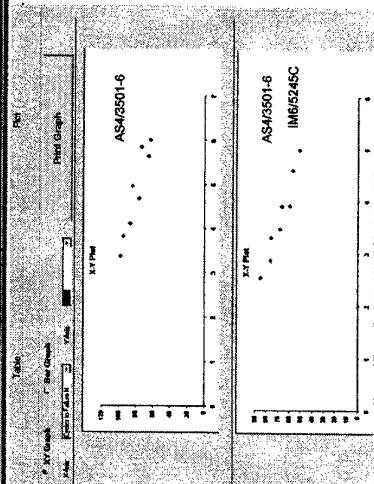
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Frequency Effect (cont'd)



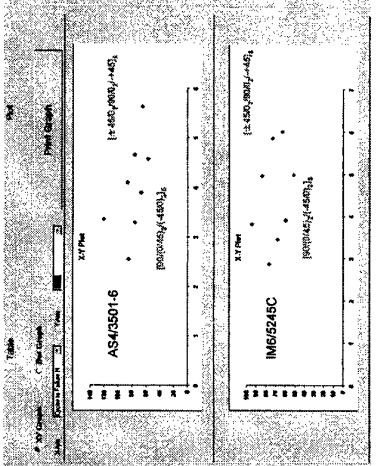
26

Material Effect



28

Lay-Up Effect



29

Method

- No data available for desired conditions
- Input
 - Choose an average value and range for each parameter (i) of interest
 - Assign a weight (W_i) to indicate relative importance
 - Assign a confidence level (C_i)
- Output
 - RTS, RCS
 - Split length, delamination area, damage diameter
 - Overall Confidence (C_{Total})

$$C_{total} = \frac{\sum_{i=1}^N W_i \times C_i \times B_i}{\sum_{i=1}^N W_i}$$

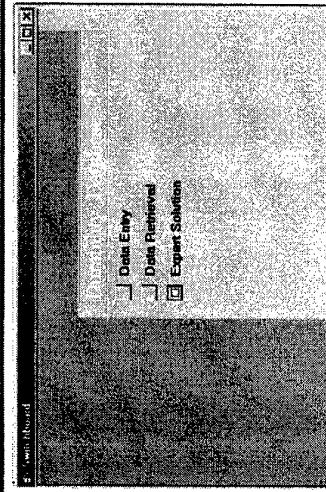
B_i: Boolean Operator

५८

Requirement Input

三

Expert Solution



12-9

Solution Output

Discussion & Conclusions

- Extensive amount of data available to be input: collaboration needed
- Better format for data input
- AI models to be developed
 - Expert systems
 - Neural networks
 - Genetic algorithms
- First step toward an information system for composites durability



Development
of Space Frame and Monocoque Panel with CFRP
for Large-Span Structures

Kenichi Sugizaki

Shimizu Corporation

Address : Institute of Technology
Shimizu Corporation
3-4-17 Etchujima 3-Chome Koto-ku Tokyo 135-8530, Japan
Tel : +81-3-3820-5551
Fax : +81-3-3820-5955
E-mail : sugizaki@tech.shimz.co.jp

Development of Space Frame and Monocoque Panel with CFRP For Large-span Structures

Kenichi SUGIZAKI, Institute of Technology, SHIMIZU Corporation, Tokyo, Japan

ABSTRACT

We are engaged in the development and application of large-span structural systems for the twenty-first century using a new material, CFRP. In this report, I will outline the Double-Layer Space Frame and the Monocoque Panel using CFRP (Carbon Fiber Reinforced Plastics) as a structural material.

CFRP is lighter than Steel that is most common structural material. And it has superior specific strength (material strength /specific gravity) as well as specific rigidity (Young's modulus /specific gravity). Therefore, we believe that we can construct lighter roof buildings using CFRP than Steel and the others.

In Japan, seismic load make structural properties heavy influence. If roof structures of buildings are lighter than usual ones, seismic load of the buildings are commonly decreased. So, we believe that the durability of buildings will become increased.

Structures with CFRP perform well from the point of view of strength, specific stiffness, heat insulation, corrosion resistance, etc. I will focus on the durability of buildings using the Truss system and Monocoque Panel with CFRP.

Development of Space Frame and Monocoque Panel With CFRP For Large-span Structures

< The Realization of the new created space using new materials >

2000. 08. 23

Kenichi SUGIZAKI
Shimizu Corporation

The realization of the new created space using new materials

Introduction

< CFRP has excellent characteristics for structure material. >

< CFRP products perform well from the point of view of strength, specific stiffness, >

< heat insulation, corrosion resistance, etc. >

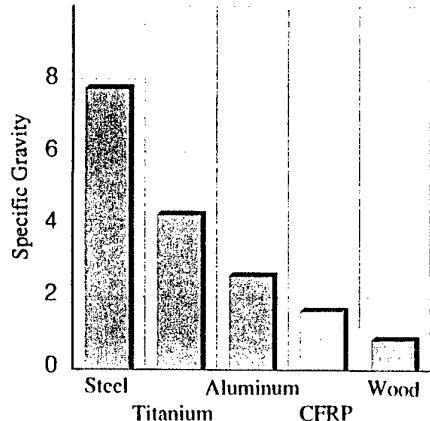


Fig. 1 Specific Gravity of Common Structure Materials

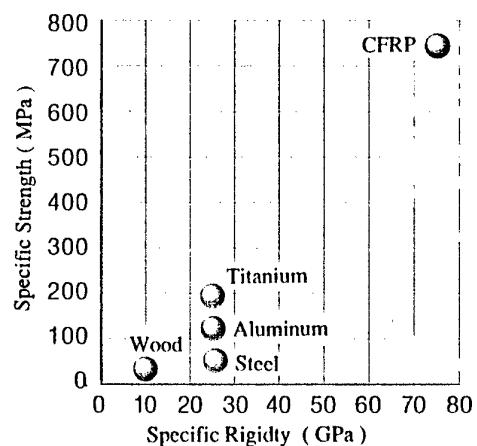
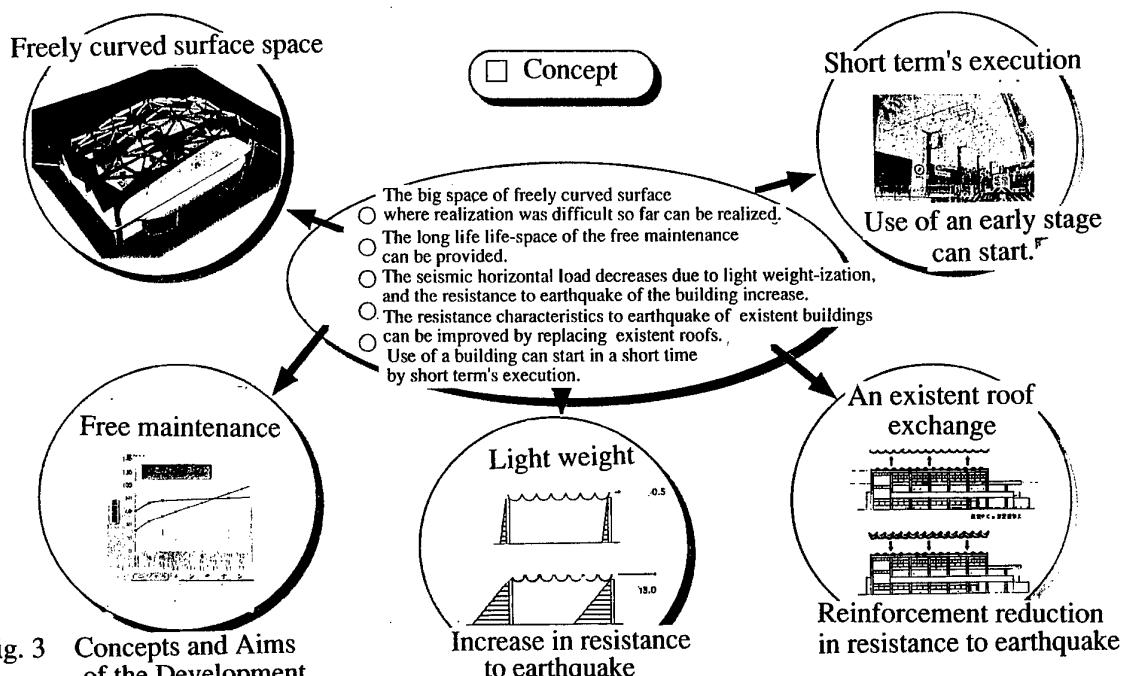


Fig. 2 Specific Strength and Specific Rigidity of Common Structure Materials

< A free form / The light space / Long life life-space >

< The space changes with the new material, CFRP. >



OHP-2: Concept

Development of Space Frame and Monocoque Panel with CFRP
For Large-span Structures by Kenichi SUGIZAKI

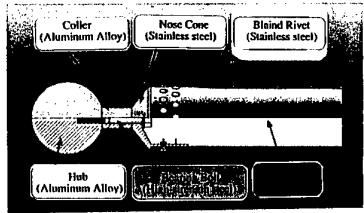
< Line-up of the Realization technologies. >

< The line-up of the new structure space where new material was used is completed, >

< and the most suitable structure space is provided. >

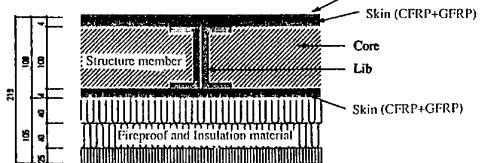
CFRP Double-layer Space Frame

- Double-layer Space Frame composed of CFRP pipes
- Because members are light weight, assembled easily, and short term's execution is easy.



CFRP Monocoque Panel Roof

- The freely curved surface Shell structure using the CFRP Monocoque Panels
- Large curved surface structure can be made in the construction place.



OHP-3: Outline of the Structural Systems with CFRP

Development of Space Frame and Monocoque Panel with CFRP
For Large-span Structures by Kenichi SUGIZAKI

The CFRP Space Frame

General Technologies



Photo 1 Internal view of the refreshment room in Toray-Ehime

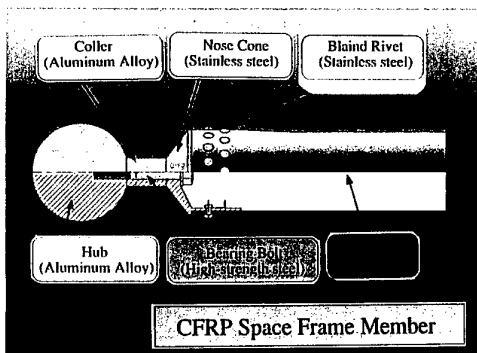


Fig. 4 Detail of The CFRP Space Frame member

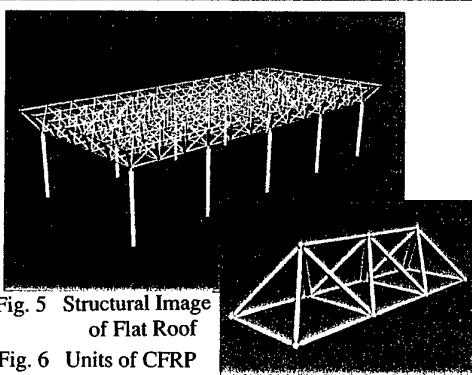


Fig. 5 Structural Image of Flat Roof

Fig. 6 Units of CFRP Space Frame

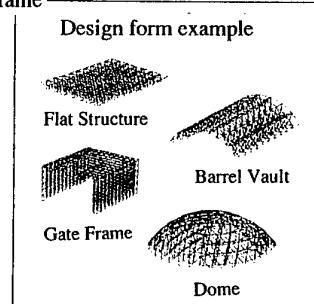


Fig. 7 Design Type of CFRP Space Frame

OHP-4: General Technologies of The CFRP Space Frame

Development of Space Frame and Monocoque Panel with CFRP
For Large-span Structures by **Kenichi SUGIZAKI**

The CFRP Space Frame

Applied Buildings



Photo 1:
< The Refreshment Room of
Toray Industries Factory in Ehime >
Roof Area: 350 m²
Total Construction Terms:
March 1997 ~ September 1997

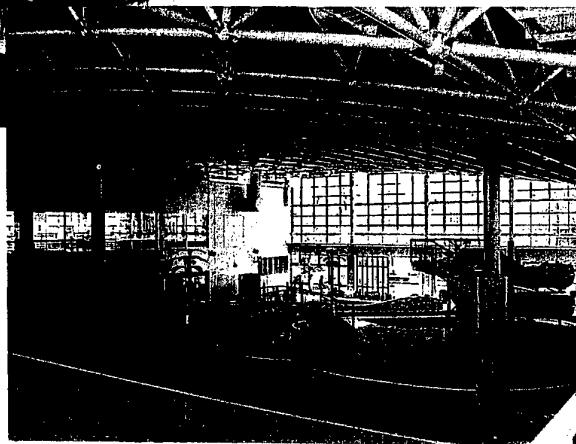


Photo 2:
< The City Pool of Mishima >
Roof Area: 1700 m²
Roof Construction Terms:
July 1998 ~ August 1998
Finished: March 1999

OHP-5: The applied Buildings of The CFRP Space Frame

Development of Space Frame and Monocoque Panel with CFRP
For Large-span Structures by **Kenichi SUGIZAKI**

The CFRP Space Frame

Eagy Construction

CFRP Space Frame was used as a roof structure.

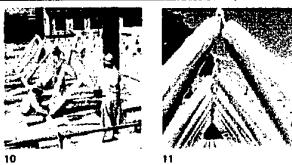
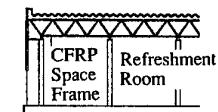


Fig. 8 Section

Photo 3 External view

Photo 7 Easy lifting of a CFRP pipe member whose weight is only 7 kg

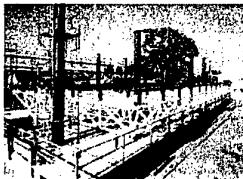


Photo 5 Finished the assembling work

CFRP Space Frame of about the total weight 8.5 tons which was assembled on the ground are installed by two of the fifty tons cranes on the steel frame columns of the height 6 meters.



Photo 6 Lift-up of the CFRP Space Frame Roof

OHP-6: Easy Construction of The CFRP Space Frame

Development of Space Frame and Monocoque Panel with CFRP
For Large-span Structures by **Kenichi SUGIZAKI**

The CFRP Space Frame

Construction -2

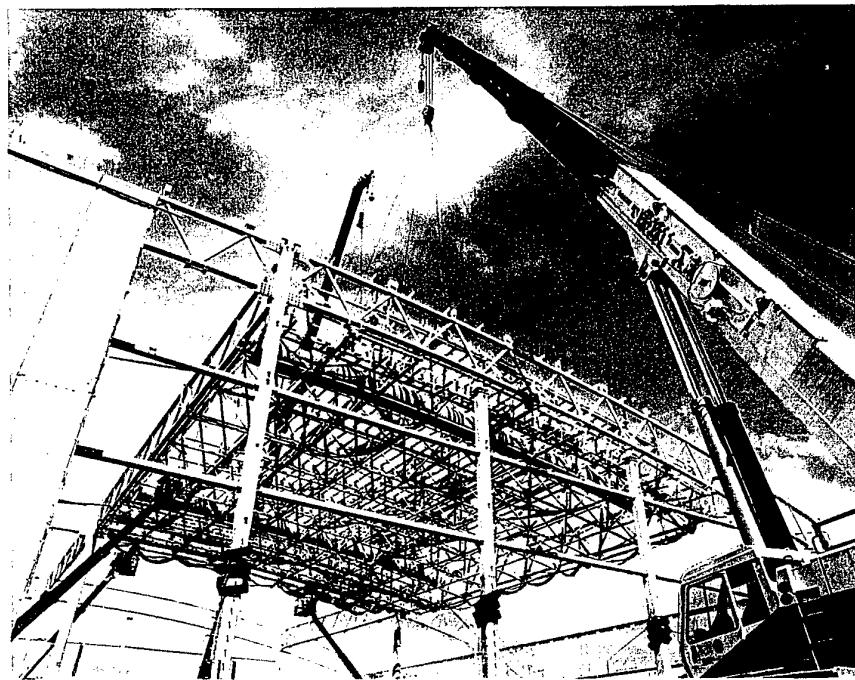


Photo 8 Lift-up the CFRP Space Frame of the Mishima city pool

OHP-7: Construction 2 of The CFRP Space Frame

The CFRP Space Frame

Accumulation Cost

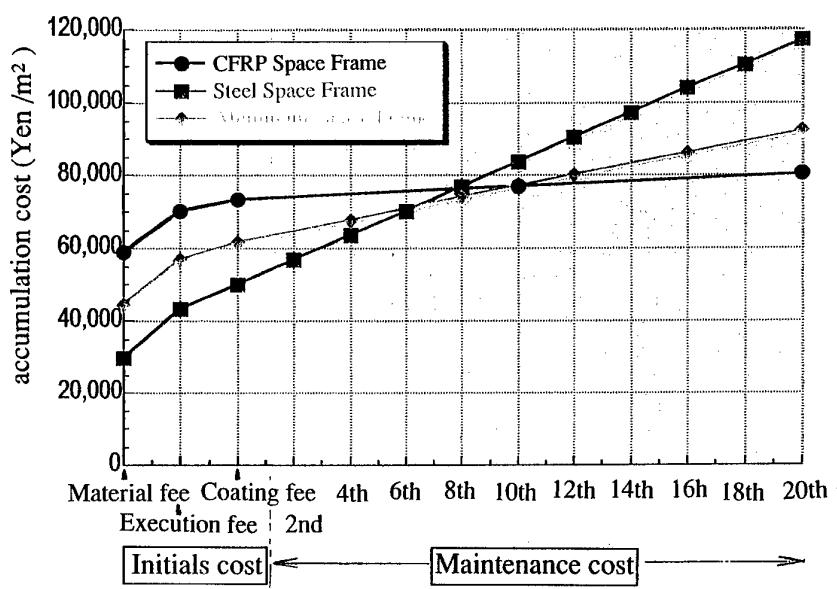


Fig. 9 The comparison of the accumulation cost of the Space Frames

OHP-8: Accumulation cost of The CFRP Space Frame

Development of Space Frame and Monocoque Panel with CFRP
For Large-span Structures by **Kenichi SUGIZAKI**

The CFRP Monocoque Panel

General Technologies

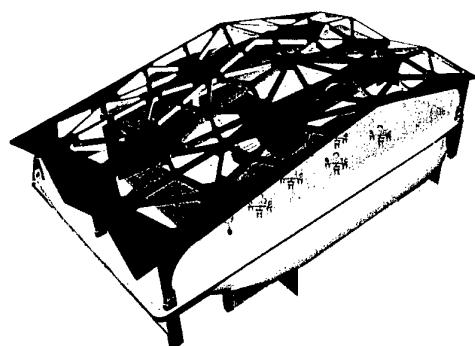


Fig. 10 Image Computer Grafic

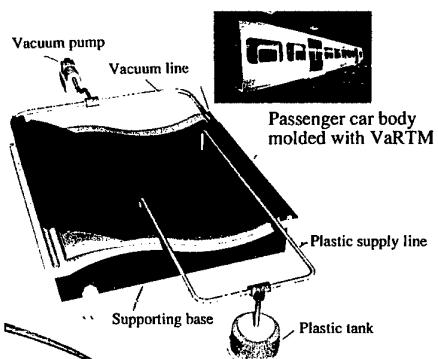


Fig. 12 Molding Method Example

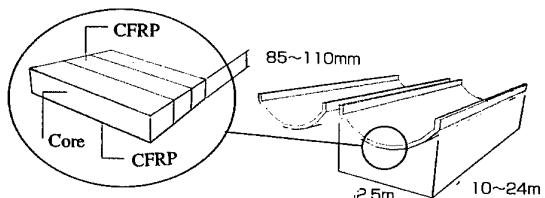


Fig. 11 Design Form Example

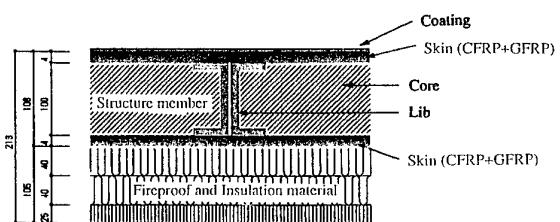


Fig. 13 Section Detail

OHP-9: General Technologies of The CFRP Monocoque Panel 13-7

Development of Space Frame and Monocoque Panel with CFRP
For Large-span Structures by **Kenichi SUGIZAKI**

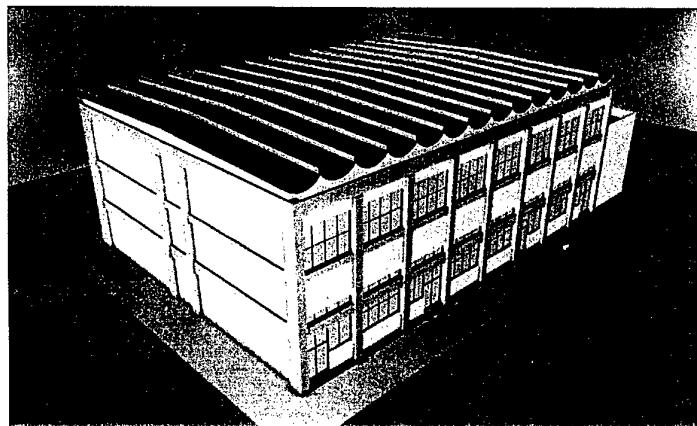


Fig. 14 Image CG of a elementary school gymnasium

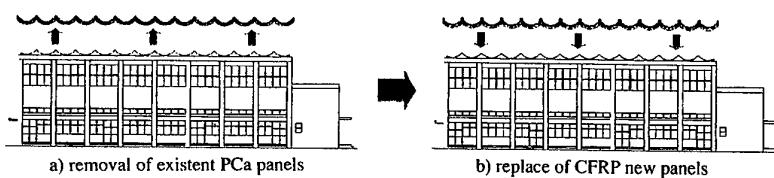


Fig. 15 The replacing existent roof panels to CFRP new ones

OHP-10: Improving the Resistance to Earthquake by replacing roofs

Development of Space Frame and Monocoque Panel with CFRP
For Large-span Structures by **Kenichi SUGIZAKI**

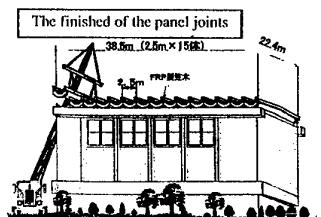
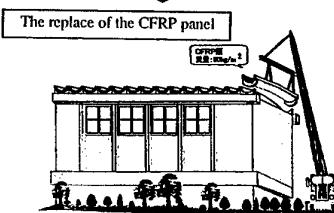
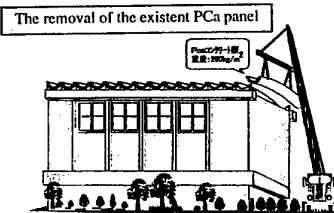


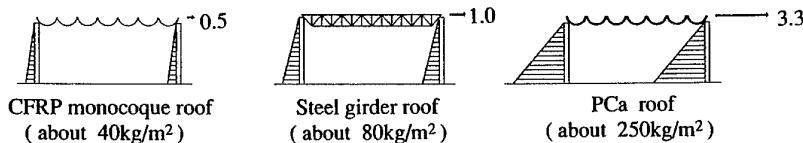
Fig.16 Construction Steps

The CFRP Monocoque Panel

Improving the Resistance to Earthquake and Eagy Construction

●Super-light weight

If CFRP monocoque panels are used, the super-light weight roof of about 40kg/m² is realized.
The earthquake force from the roof added to the lower structure was compared with other systems of construction.



●Short term's excution

Because execution is easy, construction can be completed in the period such as a summer vacation.
It was compared with other systems of construction.

The plan of the CFRP monocoque panel									
	6月	7月	8月	9月					
	10	20	30	10	20	30	10	20	30
仮設工事		■		■					
Removal PCa			■						
Replace CFRP			□						
壁補強工事			■						
仕上工事				■					
諸検査					□				

The plan of the Steel girder						
	6月	7月	8月	9月	10月	
	10	20	30	10	20	30
仮設工事						
PCa板取替工事			■	■		
柱補強架設			■			
壁補強工事			■	■		
仕上工事				■		
諸検査					□	

The plan of the existence PCa panels						
	6月	7月	8月	9月	10月	
	10	20	30	10	20	30
仮設工事						
PCa板取替工事			■			
柱補強架設			■	■		
壁補強工事			■	■		
仕上工事				■		
諸検査					□	

OHP-11: Improving the Resitance to Earthquake and Eagy Construction

Development of Space Frame and Monocoque Panel with CFRP
For Large-span Structures by **Kenichi SUGIZAKI**



Photo 9 Lift-up a CFRP Monocoque Roof Panel of a elementary school gymnasium

OHP-12: Construction of The CFRP Monocoque Panel

Development of Space Frame and Monocoque Panel with CFRP
For Large-span Structures by **Kenichi SUGIZAKI**

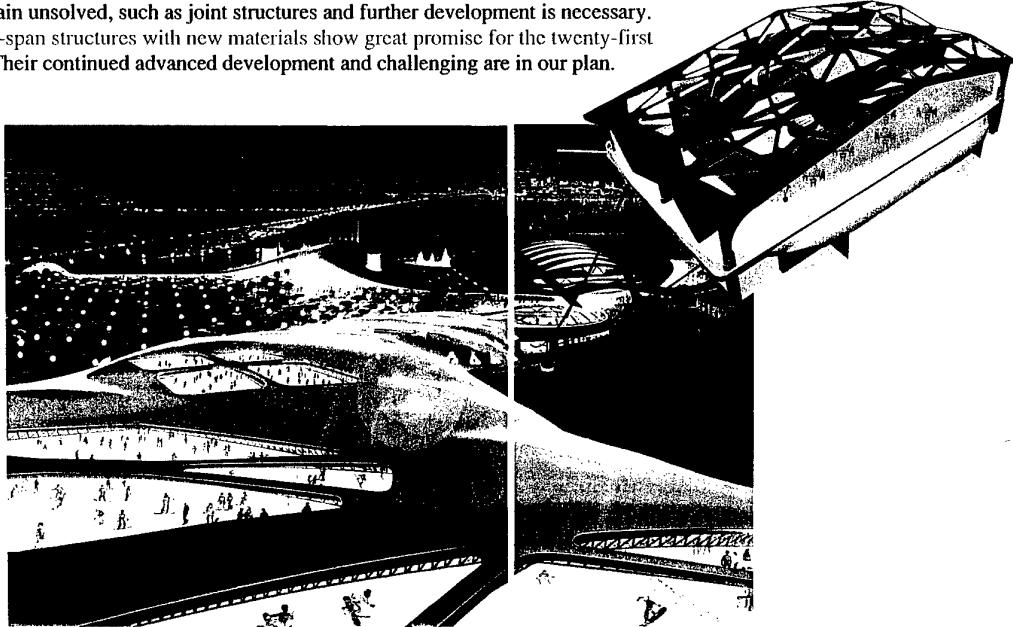
The realization of the new created space using new materials

Conclusion and Challenge

< Conclusion and Challenge >

CFRP structural systems, we have been developing, have many excellent characteristics, such as well specific strength, light-weight, long-life, etc. With regard to both CFRP Space Frame and Monocoque Panel, although several facilities were completed, technical challenges remain unsolved, such as joint structures and further development is necessary.

These large-span structures with new materials show great promise for the twenty-first century. Their continued advanced development and challenging are in our plan.



OHP-13: Conclusion and Challenge

Development of Space Frame and Monocoque Panel with CFRP
For Large-span Structures by **Kenichi SUGIZAKI**

The Application
of Fiber Reinforced Plastics (FRP)
in the Construction Field of Japan

Kohzo Kimura*

Hiroya Hagio*

Obayashi Technical Research Institute

Address : Structural Engineering Department
Obayashi Technical Research Institute
640 Shimokiyoto 4-choume Kiyose Tokyo 204-8558, Japan
Tel : +81-424-95-0994
Fax : +81-424-95-0904
E-mail : k.kimura@o-net.obayashi.co.jp

The Application of Fiber Reinforced Plastics (FRP) in the Construction Field of Japan

Kohzo KIMURA and Hiroya HAGIO
OBAYASHI Corporation Technical Research Institute

INTRODUCTION

Research and development of the concrete structures using the reinforcements consist of high-strength fibers have been underway since the early of 1980's in Japan. In 1986, the concrete curtain wall (Pre-cast concrete outer panel) mixed carbon fiber (chopped fiber) was installed, and a pre-stressed concrete bridge using carbon fiber reinforced plastic (CFRP) for the pre-stressed strand was constructed in Ishikawa prefecture in 1988.

In the civil engineering of Japan, the FRP reinforcements are mainly used for three objects. The first is on behalf of the conventional reinforcement bar and the strand. The second is the retrofit material for existing concrete structures. The demand of the carbon and the aramid fiber sheets for this use has been increased year by year since 1995, after the Hanshin-Awaji earthquake. The last is on behalf of the steel members such as the steel pipe and the shape steel.

APPLICATIONS OF FRP REINFORCEMENT

The summary of some applications using FRP reinforcement for the structural materials and "Carbon fiber Retrofitting System (CRS)" we developed, are described.

(1) Reinforcement and Tendon of Concrete member

- Pretensioning bridge girder (1988)
- Pretensioning footing beam (1989)

(2) Pre-cast Concrete panels

The advanced fibers such as the carbon fiber and the aramid fiber have some superior merits, light weight and non-corrosion etc, compared with steel. The reinforced concrete panel using FRP reinforcement makes the cover concrete decrease and the concrete panel lighter than the conventional one using the reinforcing bar. Further the pre-stressed concrete panel using FRP tendon leads the panel strong against bending force and brings about the thin thickness.

- Electromagnetic wave shield Curtain wall using the FRP reinforcement (1993)
- Electromagnetically TV signal permeable curtain wall (1995)
- Thin Step board of the indoor stair (1995)
- Light-weight Roof panel (1998)

(3) FRP pedestrian bridge (1996)

(4) Wooden beam reinforced CFRP laminates (1997)

(5) Retrofitting of the existing structure (1988)

Since the Hanshin-Awaji earthquake, seismic retrofit of columns with FRP

becomes popular. The top reason is easy application works without special craftsmanships. As it is possible not to get required performance when quite a nonprofessional are worked. The associate is organized to learn right works and the knowledge about FRP and evaluated the skill. This FRP technique is also successfully applied for beams. Since a beam always has a slab, the slab obstructs to form closed type transverse reinforcement only with carbon fiber sheets. So the authors developed a technique of fixing the carbon fiber sheets with plates and bolts to the both sides of the beam. Judging from the experiments, it is confirmed that the beam retrofitted with FRP is more ductile than unretrofitted the beam. These design methods of the retrofitted beams are researched. CRS-BM method of them is integrated at the design method and the works, and has the evaluation from the Japan Building Disaster Prevention Association. Additionally, retrofit of walls is tried applying the method of the anchorage of the retrofit of beam. The method is not more effective in comparison with the retrofit of beams. It is charming that the thickness of the wall do not increase, as if retrofitted, when the width of a corridor is regulated by laws. In Japan there are many buildings that the retrofit is necessitated. More and more the demand will increase.

(6) *Anchorage of FRP Pre-stressing Tendons*

In order to make good use of FRP tendons the anchorage system is needed. PC strands has useful anchorage system developed by many studies. Almost FRP tendons have the shortcoming that they don't resist against the shear force. Therefore the corners must be chamfered on the occasion of wrapping columns and beams with FRP. It is difficult to gripe with the same method. In a general way, the pipes infilled with swelling agent are used as the anchorage. But it takes one day at the least to give full strength. And the pipes must be thrown away per one usage. The method of dry-anchorage system as a wedge is desired. In particular when members pre-stressed with FRP tendons are produced, the wet-anchorage system is hardly used at the reason of the cost and labor time. So the dry-anchorage systems are introduced. And the behavior of FRP tendons with the dry-anchorages is reported.

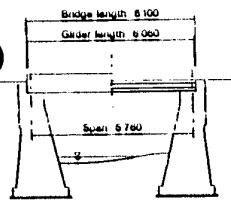
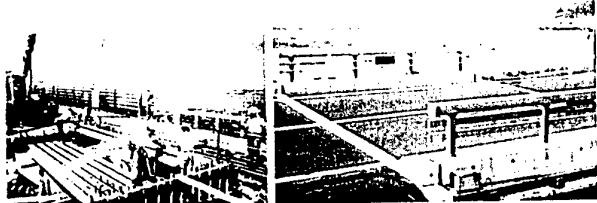
IN CONCLUSION

The Applications of Fiber Reinforced Plastics are described in the construction field of Japan. These new materials just begin and have many possibilities. For the future it is important to gather in data for years.

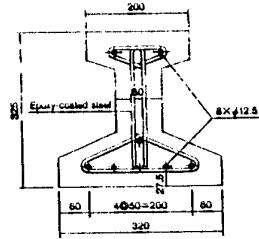
Shinmiya Bridge

Name	Shinmiya Bridge
Location	Ishikawa Prefecture
Application	Tendon
FRP type	CFCC 1x7 12.5mm
Type of structure	Pretensioned simple slab bridge (Length) 6.1m, (Width) 7.0m
Completed	1998

* CFCC: Carbon Fiber Composita Cable



Elevation of Bridge



Section of PS Girder

The Application of Fiber Reinforced Plastics (FRP) in the Construction Field of Japan

Kohzo KIMURA
Hiroya HAGIO

OBAYASHI Corporation
Technical Research Institute

The practical applications of FRP reinforcement in construction

Classification	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Main structural member:																
Secondary(Sub)																
Structural member																
Foundation																
Repair & Retrofit																
civil engineering structure																
Temporary Construction																

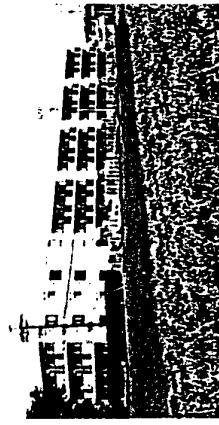
- ▼ Pretensioning Footing beam
- ▼ Pretensioning Step board of indoor stair
- ▼ Pretensioning Wooden beam
- ▼ Roof truss structure
- ▼ Pretensioning Roof panel
- ▼ Concrete Curbstone wall mixed Chopped Fiber
- ▼ Electromagnetic wave shield wall
- ▼ OA Floor panel
- ▼ Partition wall
- ▼ Parpet & Louver
- ▼ Reinforcement of shortener on slab
- ▼ Ground anchor
- ▼ Degumasing pile
- ▼ Foundation of high voltage facility
- ▼ Concrete reinforcement of shield wall
- ▼ Repair of chimney
- ▼ Retention of historical wooden beam
- ▼ Retrofit of highway bridge pier
- ▼ External marine structure
- ▼ Cable-stayed bridge
- ▼ FRP pedestrian bridge
- ▼ Pretensioning bridge girder
- ▼ Floating jetty
- ▼ Linear beam girder
- ▼ Sea shore structure
- ▼ Reinforcement of form with finish
- ▼ Temporary tendon
- ▼ Stay cable for catwalk
- ▼ Pier rope
- ▼ Stay cable for catwalk

MC Heights Kashiwa

Name	MC Heights Kashiwa
Location	Kashiwa City, Chiba Prefecture
Application	main reinforcement and shear reinforcement of Pretensioning prestressed reinforced footing beams
FRP type	Tendon; RA13, Main reinforcement; RA11S, Shear reinforcement; RA7
Completed	1992



Installation of PC beam



View of MC Heights Kashiwa

Electromagnetic TV signal permeable Curtain Wall

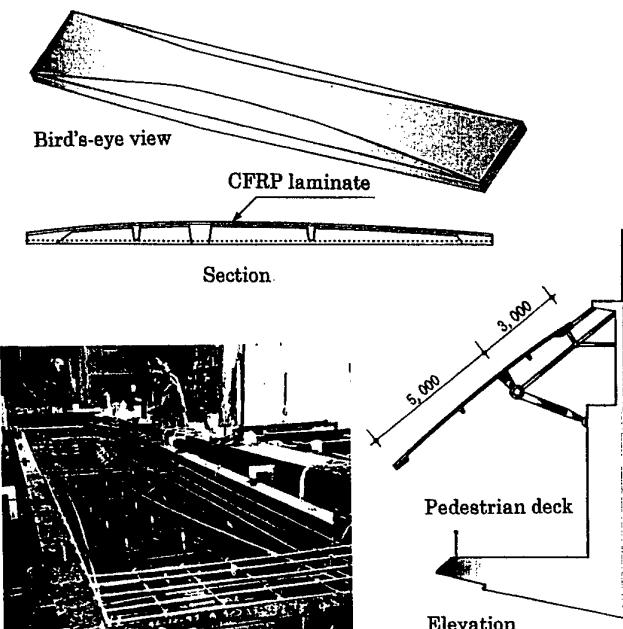
Name	Denki Building
Location	Heiwa-odori Avenue in Hiroshima, Hiroshima Prefecture
Application	Reinforcement of Curtain Wall
FRP type	3mm and 7mm Aramid FRP rod (total 21,400m)
Completed	1995



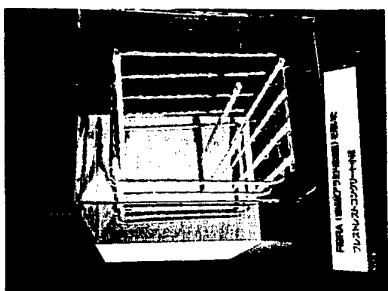
View of Denki Building

Shinagawa Inter-City —Skyway—

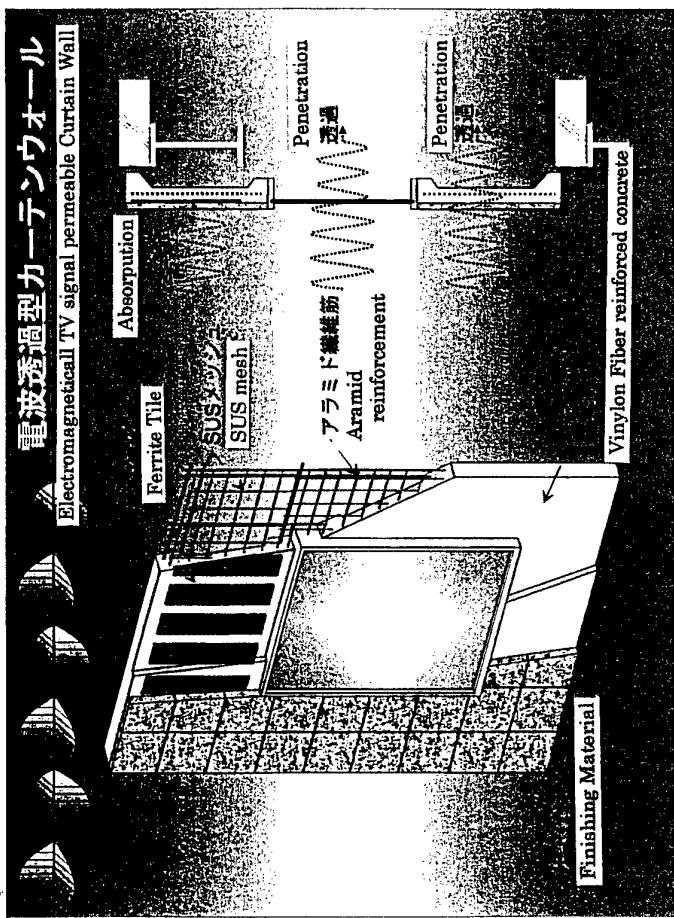
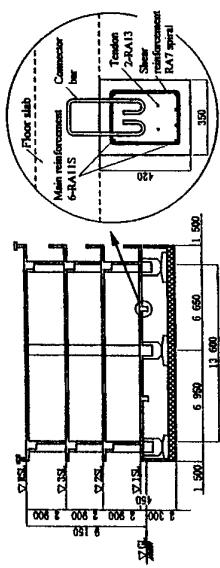
Name	Shinagawa Inter City
Location	Minato-ku, Tokyo metropolitan area
Application	Reinforcement of Roof panel (total 156 pieces)
FRP type	CFRP laminate: 4.5mm X 50mm and 25mm (total length of CFRP: about 5,000m)
Completed	1998



Arrangement of reinforcements and tendons

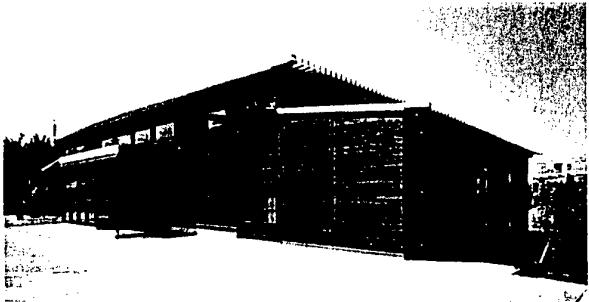


Arrangement of FRP reinforcement

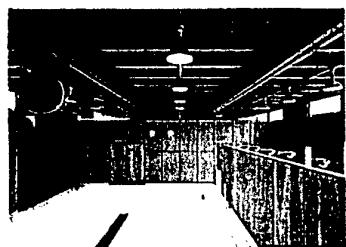


Post-tensioning Prestressed Wooden beam

Name	Material Laboratory Center
Location	Kiyose City, Tokyo metropolitan area
Application	Post-tensioning tendon
FRP type	CFRP laminate: 4.5mm X 50mm
Completed	June 1997

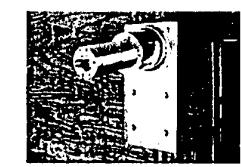


Outside View of Wooden Structure

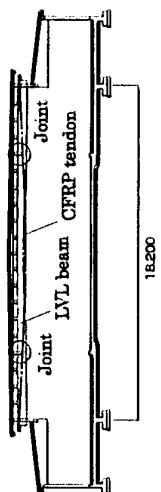


Anchorage of CFRP tendon

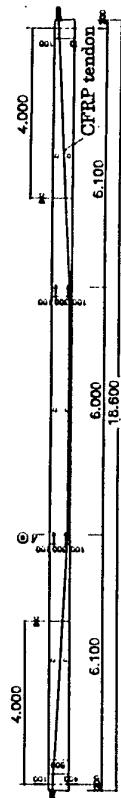
Prestressed Wooden beam (inside of the building)



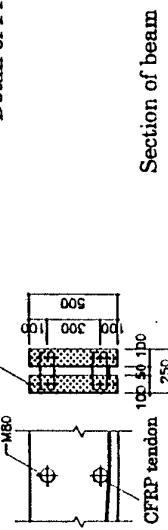
Post-tensioning Prestressed Wooden beam



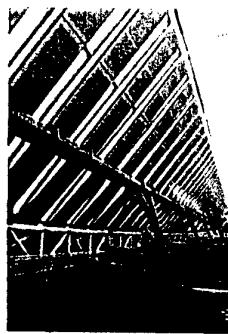
Elevation



Detail of Prestressed Wooden beam



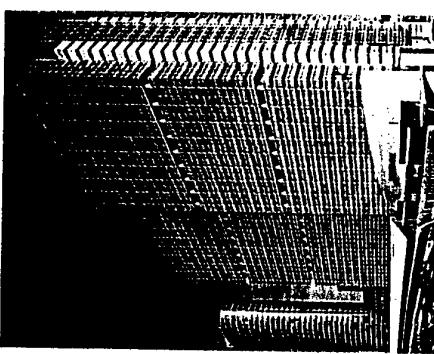
Section of beam



View from pedestrian deck



Roof panel of Skyway



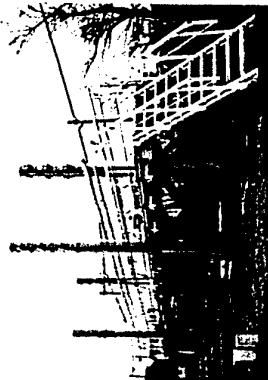
Shinagawa Inter-City

FRP Continuous Cable-Stayed Bridge

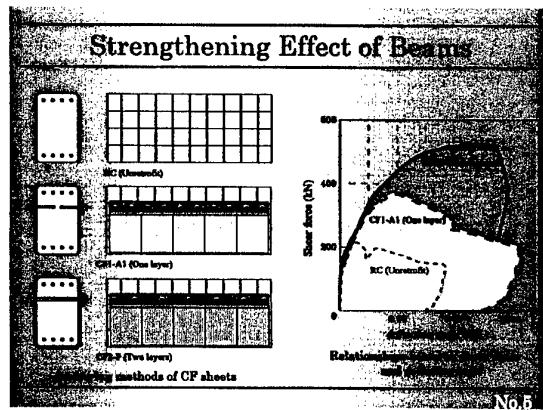
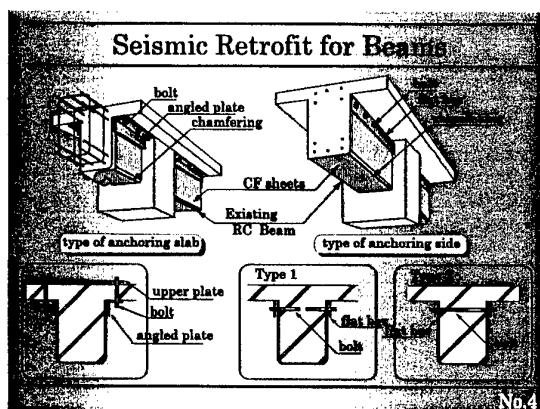
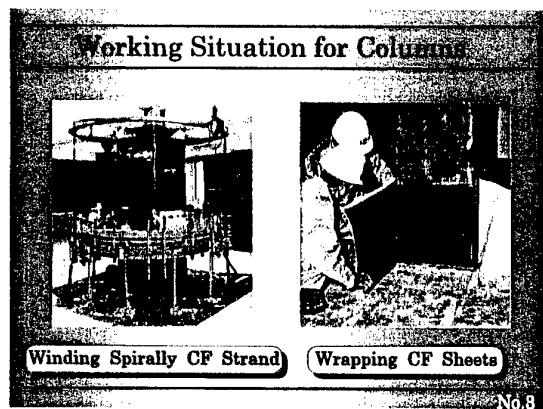
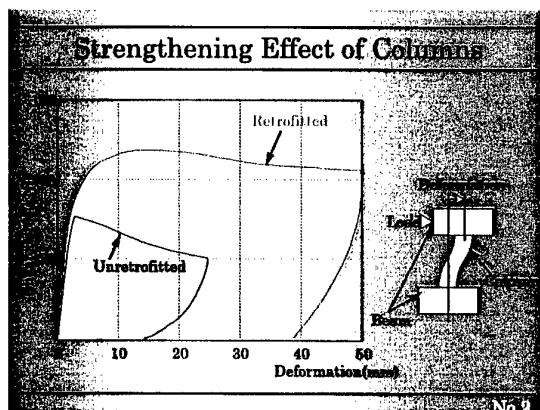
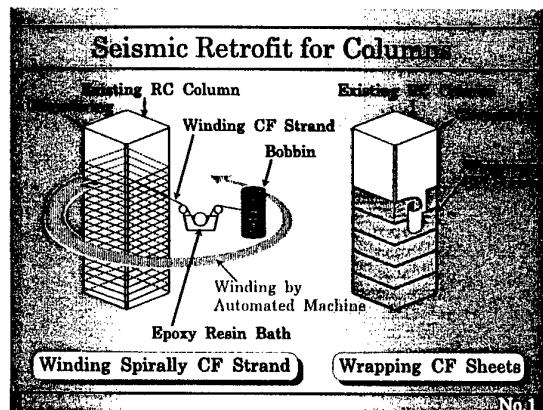
Name	FRP pedestrian bridge
Location	Tsukuba City, Ibaraki Prefecture
Type of structure	Three-span continuous cable-stayed bridge (all FRP)
FRP type	CFRP 8mm, CFCC 12.5mm, Pultruded GFRP member
Completed	March 1996
Remarks	The joints were bolted using fiber reinforced polymer (FRP) bolts. The total weight of the bridge, including the handrail and the staircase, is 4.4 tons.

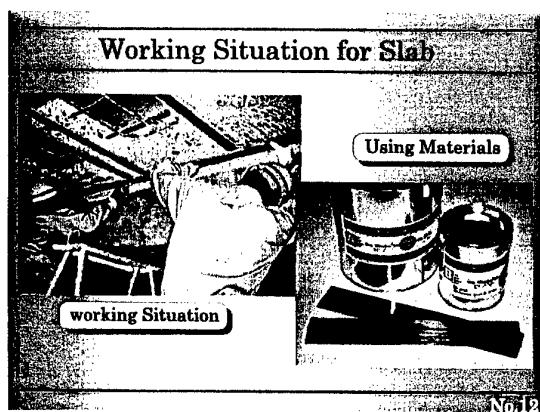
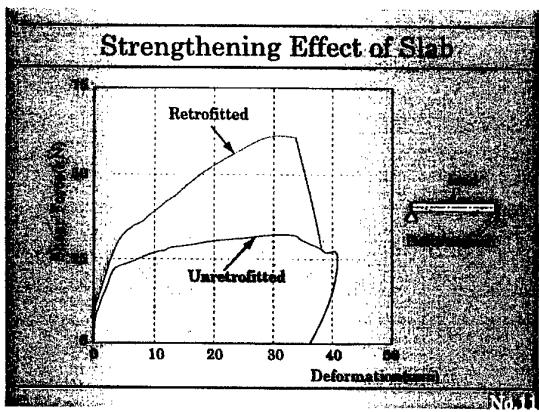
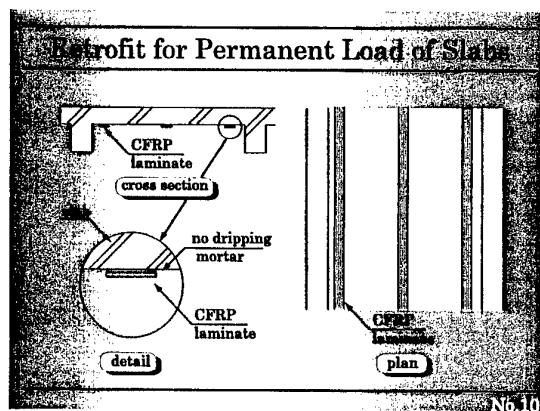
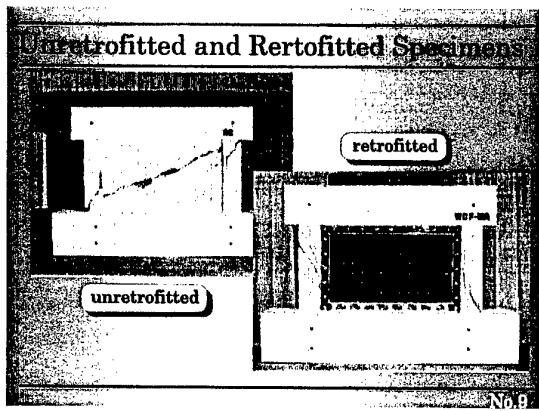
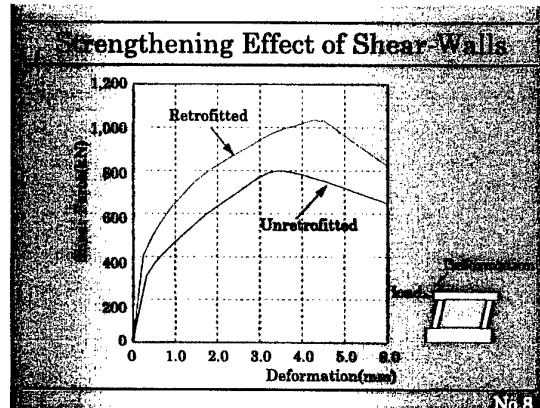
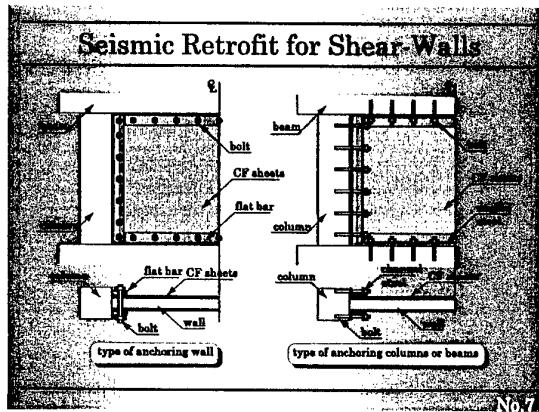


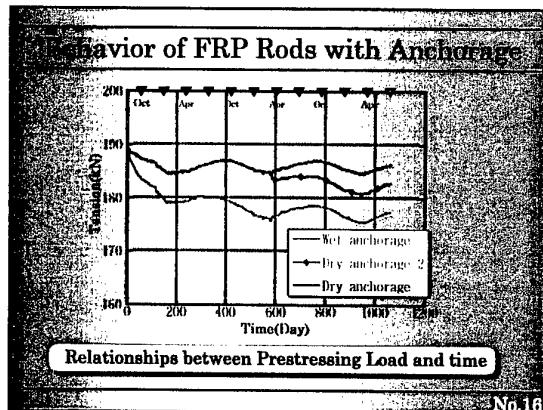
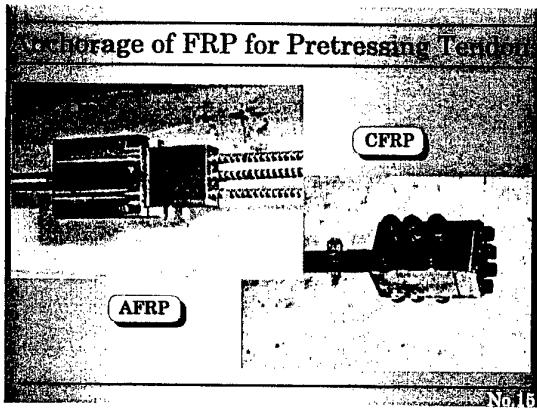
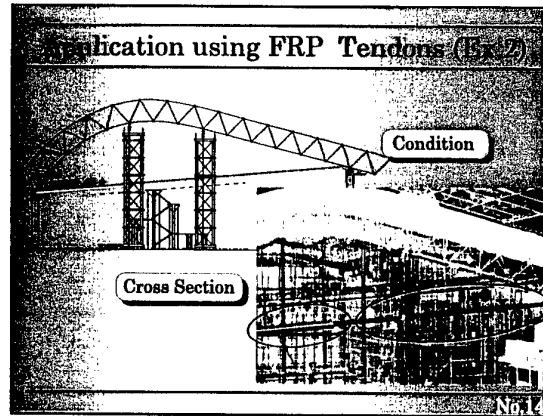
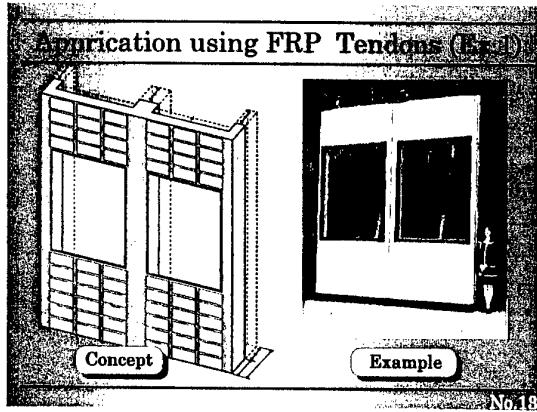
Details of joints and anchorage of CFRP tendon



Outside of FRP bridge







List of Participants

Name	Affiliation	Address	TEL/FAX/E-mail
AMAGI, Shigeo 天城 滋夫	Hitachi Laboratory Hitachi Ltd. 株式会社日立製作所 日立研究所 材料第一研究部	7-1-1 Ohmika Hitachi Ibaraki 319-1292, Japan 〒319-1292 茨城县日立市大みか町7-1-1	TEL +81-294-52-5111 FAX +81-294-52-7632 E-mail samagi@hrl.hitachi.co.jp
FUKUDA, Hiroshi 福田 博	Department of Materials Science and Technology Science University of Tokyo 東京理科大学 基礎工学部材料工学科	2641 Yamazaki Noda Chiba 278-8510, Japan 〒278-8510 千葉県野田市山崎2641	TEL +81-471-24-1501 FAX +81-471-23-9362 E-mail fukuda@rs.noda.sut.ac.jp
HAGIO, Hiroya 萩尾 浩也	Structural Engineering Department Obayashi Technical Research Institute 株式会社大林組 技術研究所	4-640 Shimokyo Kiyose Tokyo 204-8558, Japan 〒204-8558 東京都清瀬市下清戸4-640	TEL +81-424-95-0990 FAX +81-424-95-0904 E-mail HAGIO@o-net.obayashi.co.jp
HAHN, H. Thomas	Mechanical and Aerospace Engineering Department University of California, Los Angeles	48-121G Engineering IV, UCLA, Box 951597 Los Angeles, CA 90095-1597, USA	TEL +1-310-825-2333 FAX +1-310-206-4830 E-mail hahn@seas.ucla.edu
HORI, Yukio 堀 幸夫	Kanazawa Institute of Technology 金沢工業大学	2-17-41 Akasaka Minato-ku Tokyo 107-0052, Japan 〒107-0052 東京都港区赤坂2-17-41 金沢工業大学扇が丘会館	TEL +81-3-3589-2826 FAX +81-3-3589-2823 E-mail hori@tok.kanazawa-it.ac.jp
HUYBRECHTS, Steven	Space Vehicles Directorate Air Force Research Laboratory	AFRL/VSSV 3550 Aberdeen Ave SE Kirtland AFB, NM 87117-5776, USA	TEL +1-505-846-8252 FAX +1-505-846-7877 E-mail steven.huybrechts@kirtland.af.mil

Name	Affiliation	Address	TEL/FAX/E-mail
KATOH, Hisaya 加藤 久弥	Structures Division National Aerospace Laboratory 航空宇宙技術研究所 構造研究部	6-13-1 Ohsawa Mitaka Tokyo 181-0015, Japan 〒181-0015 東京都三鷹市大沢6-13-1	TEL +81-422-47-5911 FAX +81-422-31-6198 E-mail katoh@nal.go.jp
KIKUKAWA, Hiroshige 菊川 廣繁	Japan Aircraft Development Corporation (社)日本航空機開発協会	Toranomon Daiichi Bldg, 1-2-3 Toranomon Minato-ku Tokyo 105-0001, Japan 〒105-0001 東京都港区虎ノ門1-2-3 虎ノ門第一ビル	TEL +81-3-3597-9241 FAX +81-3-3504-0368 E-mail hkikukawa@jadc.or.jp
KIM, Thomas D.	Asian Office of Aerospace R & D United States Air Force Office of Scientific Research	7-23-17 Roppongi Minato-ku Tokyo 106-0032, Japan	TEL +81-3-5410-4409 FAX +81-3-5410-4407 E-mail kimt@aoard.af.mil
KIM, Ran Y.	University of Dayton Research Institute	300 College Park Dayton, OH 45469-0168, USA	TEL +1-937-255-9102 FAX +1-937-258-8075 E-mail kimry@ml.wpacfb.af.mil
KIMPARA, Isao 金原 熊	Department of Environmental and Ocean Engineering The University of Tokyo 東京大学 大学院工学系研究科環境海洋工学専攻	7-3-1 Hongo Bunkyo-ku Tokyo 113-8656, Japan 〒113-8656 東京都文京区本郷7-3-1	TEL +81-3-5841-6500 FAX +81-3-3815-8364 E-mail kimpara@ygg.naoe.t.u-tokyo.ac.jp
KIMURA, Kohzo 木村 耕三	Structural Engineering Department Obayashi Technical Research Institute 株式会社大林組 技術研究所	4-640 Shimotakyo Kiyose Tokyo 204-8558, Japan 〒204-8558 東京都清瀬市下清戸4-640	TEL +81-424-95-0994 FAX +81-424-95-0904 E-mail k.kimura@o-net.obayashi.co.jp

Name	Affiliation	Address	TEL/FAX/E-mail
KITADE, Shintarou 北出 真太郎	Composite Laboratory Material Technology Department <i>Ishikawajima-Harima Heavy Industries Co., Ltd.</i> 石川島播磨重工業株式会社 技術開発本部 基盤技術研究所 材料研究部	1 Shin-nakahara Isogo-ku Yokohama 235-0001, Japan 〒235-0001 神奈川県横浜市磯子区中原町1	TEL +81-45-759-2070 FAX +81-45-759-2071 E-mail shintarou.kitade@ihii.co.jp
KITANO, Akihiko 北野 彰彦	Composite Material Laboratory <i>Toray Ind., Inc.</i> 東レ株式会社 複合材料研究所	1515 Tsutsui Masaki-cho Iyo-gun Ehime 791-3193, Japan 〒791-3193 愛媛県伊予郡松前町筒井1515	TEL +81-89-960-3696 FAX +81-89-960-3835 E-mail Akihiko.Kitano@nts.toray.co.jp
KURAISHI, Akira 倉石 晃	Structures and Composites Laboratory Department of Aeronautics and Astronautics <i>Stanford University</i>	Dept. of Aero/Astro, Stanford, CA 94305-4035, USA	TEL +1-650-723-3524 FAX +1-650-725-3377 E-mail akirak@leland.stanford.edu
MATSUI, Junichi 松井 駿一	VentureLab Co. Ltd. 株式会社ベンチャーラボ	1-5-10 Nishishinbashi Minato-ku Tokyo 105-0003, Japan 〒105-0003 東京都港区西新橋1-5-10	TEL +81-3-3519-7861 FAX +81-3-3519-7862 E-mail junichi.matsui@nifty.ne.jp
MIYANO, Yasushi 宮野 靖	Materials System Research Laboratory <i>Kanazawa Institute of Technology</i> 金沢工業大学 材料システム研究所	3-1 Yatsukaho Matto Ishikawa 924-0838, Japan 〒924-0838 石川県金沢市八束穂3-1	TEL +81-76-274-9263 FAX +81-76-274-9251 E-mail miyano@neptune.kanazawa-it.ac.jp
NAKADA, Masayuki 中田 政之	Materials System Research Laboratory <i>Kanazawa Institute of Technology</i> 金沢工業大学 材料システム研究所	3-1 Yatsukaho Matto Ishikawa 924-0838, Japan 〒924-0838 石川県金沢市八束穂3-1	TEL +81-76-274-9255 FAX +81-76-274-9251 E-mail nakada@neptune.kanazawa-it.ac.jp

Name	Affiliation	Address	TEL/FAX/E-mail
OZAKI, Tsuyoshi 尾崎 翁志	Advanced Technology R & D Center <i>Mitsubishi Electric Co.</i> 三菱電機株式会社 先端技術総合研究所	1-1-57 Miyashimo Sagamihara Kanagawa 229-1195, Japan 〒229-1195 神奈川県相模原市宮下1-1-57	TEL +81-42-779-5692 FAX +81-42-774-5095 E-mail ozaki@zaiken.sow.melco.co.jp
SEKINE, Naoyuki 関根 尚之	Graduate School <i>Kanazawa Institute of Technology</i> 金沢工業大学 大学院工学研究科材料設計工学専攻	3-1 Yatsukaho Motto Ishikawa 924-0838, Japan 〒924-0838 石川県松任市八束穂3-1	TEL +81-76-274-9250 FAX +81-76-274-9251 E-mail naoyuki@venus.kanazawa-it.ac.jp
SHIMOKAWA, Toshiyuki 下河 利行	Structures Division <i>National Aerospace Laboratory</i> 航空宇宙技術研究所 構造研究部	6-13-1 Ohsawa Mitaka Tokyo 181-0015, Japan 〒181-0015 東京都三鷹市大沢6-13-1	TEL +81-422-40-3563 FAX +81-422-40-3549 E-mail shimoka@nal.go.jp
SOHDA, Yoshio 早田 喜徳	Central Technical Research Laboratory <i>Nippon Mitsubishi Oil Corporation</i> 日本三菱株式会社 複合材料グループ 中央技術研究所	8 Chidori-cho Naka-ku Yokohama Kanagawa 231-0815, Japan 〒231-0815 神奈川県横浜市中区千鳥町8	TEL +81-45-625-7240 FAX +81-45-625-7275 E-mail yoshio.sohda@nmoc.co.jp
SUGIZAKI, Kenichi 杉崎 健一	Institute of Technology <i>Shimizu Corporation</i> 清水建設株式会社 技術研究所 インキュベートセンター	3-4-17 Etchujima Koto-ku Tokyo 135-8530, Japan 〒135-8530 東京都江東区越中島3-4-17	TEL +81-3-3820-5551 FAX +81-3-3820-5955 E-mail sugizaki@tech.shimz.co.jp
TAMURA, Hiromu 田村 裕文	Japan Aircraft Development Corporation (財)日本航空機開発協会	Toranomon Daiichi Bldg. 1-2-3 Toranomon Minato-ku Tokyo 105-0001, Japan 〒105-0001 東京都港区虎ノ門1-2-3 虎ノ門第一ビル	TEL +81-3-3503-3229 FAX +81-3-3504-0368 E-mail htamura@jadc.or.jp

Name	Affiliation	Address	TEL/FAX/E-mail
TAY, Tong Barn	Department of Mechanical Engineering National University of Singapore	10 Kent Ridge Crescent Singapore 119260, Republic of Singapore	TEL +65-874-2887 FAX +65-779-1459 E-mail mpetayte@nus.edu.sg
TSAI, Stephen W.	Department of Aeronautics & Astronautics Stanford University	Durand Bldg., Room 381 Stanford, CA 94305-4035, USA	TEL +1-650-725-3305 FAX +1-650-725-3377 E-mail stsaai@structure.stanford.edu
YAMAGUCHI, Yasuhiro 山口 泰弘	R&D Institute of Metals and Composites for Future Industries (財) 次世代金属・複合材料研究開発協会	3-25-2 Toranomon Minato-ku Tokyo 105-0001, Japan 〒105-0001 東京都港区虎ノ門3-25-2	TEL +81-3-3459-6900 FAX +81-3-3459-6911 E-mail yamaguchi@rimcof.or.jp

US ARMY MATERIEL COMMAND
Science & Technology Center
Far East

DR. RICHARD W. OLESINSKI, P.E.
Materials Engineer

International Address:
Building 150-S4, Sagami Depot
Kamiyaba, Sagamihara-shi
Kanagawa-ken 229-0001 Japan
Tel: (81) 427-69-5208
Fax: (81) 3117-68-4886

U.S. Address:
US Army STCFE
Unit 48015
APO AP 96338-5015
DSN: (315) 268-4861
STU: (315) 268-4820
email: richard.olesinski@sagami-emh1.army.mil

西 229-0001
米神奈川県相模原市上大浦
電話 (046) 276-5505
郵便番号 229-0001
大日本郵便

米陸軍資材司令部
科学技術センター・極東部
技術担当連絡官

理学博士 リチャード W オレシンスキ

CDW 2001

August 23(Thu) and 24(Fri), 2001

Albuquerque, New Mexico, USA

Organizer: Steven Huybrechts

Stephen W. Tsai

Yasushi Miyano

Advantage:

- Before the AIAA Conference on August 27 to 30, 2001
- Lab Tours of Air Force Research Laboratory and
Sandia National Laboratory

CDW 2000

The Third Composites Durability Workshop
August 22-23, 2000, Tokyo, Japan

Workshop Secretariat

Masayuki Nakada (Director, Kanazawa Inst. of Tech.)
Nobumasa Iwashita (Kanazawa Inst. of Tech.)
Akihiro Kakimoto (Kanazawa Inst. of Tech.)
Naoyuki Sekine (Kanazawa Inst. of Tech.)
Kyoko Mizunuma (Kanazawa Inst. of Tech.)
Hiroko Nakatani (Kanazawa Inst. of Tech.)
Akira Kuraishi (Stanford Univ.)

Office of Research Development
Kanazawa Institute of Technology
7-1 Ohgigaoka Nonoichi Ishikawa 921-8501, Japan
Tel: +81-76-294-6719
Fax: +81-76-294-6721